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The Hongkong Telegraph

FOUNDED 1861 六拜禮 號八廿月六英港香 SATURDAY JUNE 28, 1924 日七廿月五

Firestone Most Miles per Dollar.

At Indianapolis, U.S.A. on May 30th, 1924, Joe Boyer, driving a Duesenberg Special, equipped with Firestone Gum-Dipped Cords won this 500-mile Memorial day Race. Boyer set a new world's record by averaging 38.24 miles per hour. It is further noteworthy that this first ten cars, finishing were all equipped with Firestone Gum-Dipped Cords.

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OPEN GOLF CHAMPIONSHIP.

NARROW VICTORY FOR HAGEN. THE AMERICAN.

THE STORY OF A DOGGED FIGHT.

At the end of the third round of the Open Golf Championship the leaders were E. Whitcombe and Walter Hagen, with 224, George Duncan, MacDonald Smith and Frank Ball with 227, J. H. Taylor, with 228.

Later, The Open Golf Championship has been won by Walter Hagen, with a score of 301. E. Whitcombe was runner-up with 302.

HOW THE OTHERS FARED.
After Hagen and Whitcombe came MacDonald Smith and Frank Ball with 304, J. H. Taylor with 307, G. Duncan, Holland and Bonner with 308, Sherlock Barnes, Gadd and Weston with 309.

Other scorers were: Nicholls and Ford 310, Talley and Braid 314, Havers 317, Ray 319, Sarazen 323. Mitchell retired in the third round and C. Whitcombe was disqualified for playing a wrong ball.

A THRILLING FINISH.
Fifteen thousand people witnessed a thrilling finish. Hagen put up a dogged fight. After doing the first round in 74, he took 41 in the second round. Then came the news of Whitcombe's going out in the second round. Then came the news of Whitcombe's going out in the second round. Then came the news of Whitcombe's going out in the second round.



Walter Hagen.

WIMBLEDON TOURNAMENT PROGRESSES.

LADIES PROMINENTLY IN THE PICTURE.

At Wimbledon the weather was cloudy and cool, and there was another large attendance. Somewhat as an anti-climax after yesterday, Mlle. Lenglen scored her customary victory by defeating the American captain, Mrs. Wightman, in the third round, 6-0, 6-0.

The Britisher Grier in the fourth round extended Vincent Richards in the best game of the day. Grier was versatile, using great passing shots. However, he tired perceptibly, and was beaten 6-2, 4-6, 6-2, 7-5.

Miss Ryan in the third round beat the British captain, Mrs. Covell, 6-4, 7-5, qualifying to meet Mlle. Lenglen.

Miss Wills, who is redeeming herself in British eyes, beat Mrs. Edgington in the third round, 6-2, 6-2.

The Frenchman, Borotra and La Coste, advanced to the fourth round, the former at the expense of Gordon Lowe, whom he beat by 6-1, 6-3, 6-4.

The American, Norris Williams, beat Colonel Dudley, 6-3, 6-0, 6-4.

In the second round of the doubles Kingdome and Gilbert disposed of the Indians, Hadi and Rutnam 6-1, 6-2, 6-3. —*Reuter.*

MORE ABOUT THE BIG EARTHQUAKE.

PROBABLY IN SOUTH-EAST TASMANIA.

A seismograph record shows that the earthquake occurred at 1,280 miles from Melbourne. Its direction was not recorded, but it was probably in South East Tasmania. The shock affected the instrument more violently than the Japanese disturbance. —*Reuter.*

SYDNEY ROCKS HALF AN INCH.

The Sydney correspondent of the newspaper *Age* says the earthquake caused the city to slowly rock half an inch. —*Reuter.*

HONGKONG GIFT TO DUCHESS OF YORK.

CHINESE SILK AS WEDDING PRESENT.

H. R. H. the Duchess of York visited the headquarters of the Oversea League and was presented by Lady Des Voeux, Honorary Controller, with a wedding gift in the form of a set of Chinese silk wall hanging, on behalf of members of the Hongkong Branch of the League. —*Reuter.*

INTERNATIONAL RIFLESHOOTING.

AMERICANS AT THE TOP.

Rhetms, June 27. The Olympic team rifle shooting contest has resulted as follows:

America	676.
Haiti	646.
France	644.

Eighteen nations competed. —*Reuter.*

BAND CONCERTS.

IN HONGKONG AND KOWLOON.

Through the courtesy and kindness of Lieut. Col. F. S. Montague-Bates, C.B., D.S.O., arrangements have now been made whereby the Band of the 1st. Batt. East Surrey Regiment will render public concerts throughout the summer months, both on this side of the harbour and at Kowloon.

With the object of bringing the public and the Services more in touch with each other, Lieut. Col. Bates thought that band concerts would be an appreciated medium and as a result of his suggestion, a small Committee has been formed to make the necessary arrangements. We learn that so far as Hongkong is concerned, it is proposed to have a band concert every alternate Monday evening, between tea and dinner, in Statue Square, the use of which is the statue of the late Sir Henry May being probably secured. It has been arranged that the first concert shall be given on Monday evening, July 7th.

Regarding Kowloon, it has been agreed that an after-dinner concert would be more appreciated, and the first of these will be given in the Children's Playground, Chatham Road, from 9 p.m. to 11 p.m. on Monday, July 14th, and every alternate Monday night following. The arrangements will be in the hands of a small local committee. We feel sure that the general public will greatly appreciate these public concerts and that the Band will be given a very worthy reception.

AFTER 27 YEARS.

CHIEF INSPECTOR McDONALD RETIRING.

After over 27 years' service in the Police Force of the Colony, Chief Inspector Robert McDonald is leaving for Home in four weeks' time on retirement.

Inspector McDonald, who is now 53 years of age, joined the Force as a constable in November, 1896. Three years later, he was promoted Lance Sergeant, becoming full Sergeant in March, 1900. After acting as Third and Second-Class Inspector for a time he was given the rank of Second Inspector in April 1912, and he became a First-Class Inspector in May, 1915. For a period of nine months, he was acting Assistant Engineer and Station Officer of the Fire Brigade, and in August of 1922 he was elevated to the rank of Chief Inspector in succession to Mr. James Kerr when the latter was made A.S.P.

By his departure, the Force will lose one of its best-known and most highly-respected officers. Hard-working, and of a quiet but genuine disposition, Chief Inspector McDonald has always been very popular with his colleagues, who, together with all who have been brought in contact with him, will join in wishing him many years of happy retirement in the Old Country.

BRITISH BOXER'S SUCCESS.

WINS A WORLD TITLE IN NEW YORK.

New York, June 27. In a fifteen-round contest, which took place here for the world's middle-weight championship, Harry Greb (the holder) was decisively out-pointed by Ted Moore, of Plymouth. —*Reuter.*

This success by a British boxer in annexing a world title is most gratifying. Moore has been in the game for several years now and has lately come into much prominence.

Harry Greb, of Pittsburgh, won the title in August last year, when he defeated Johnny Wilson. —*Reuter.*



Greb.

TRAFFIC RULES.

NEW REGULATIONS.

Amended Scale of Motor Licences.

Very lengthy new traffic regulations, which have been approved by the Governor-in-Council, are published in the latest issue of the Government Gazette.

The main new features of the regulations were indicated in the *Telegraph* a few weeks ago. Regarding licences, the C.S.P. is given power to issue licences and to cancel or suspend any licence in the case of any breach or disregard of its conditions, or in appeal to the Governor-in-Council, is given to any aggrieved person. The fees for drivers' licences remain as before, but there is a new scale for vehicles. The scale for motor vehicles is:—

Private motor cars not exceeding 16 cwt. unladen, \$10; exceeding 16 cwt. but not exceeding 30 cwt. unladen, \$24; exceeding 30 cwt. but not exceeding 60 cwt. unladen, \$48. Public motor vehicles, including taxi-cabs, not exceeding 30 cwt. unladen, \$72; exceeding 30 cwt. but not exceeding 60 cwt. unladen, \$120. Motor omnibuses and charabancs (which must be fitted with pneumatic tyres) will pay \$120 if not over 40 cwt., and \$240 if over 40 cwt. For all commercial motor vans and lorries fitted with pneumatic tyres a fee of \$24 will be charged, but for those fitted with solid tyres \$120 will be paid if the weight is not over 50 cwt., and \$240 if over 50 cwt. No motor vehicle will be allowed if it exceeds 90 cwt.

For private motor cycles the fee remains at \$12, while for those with sidecars the fee will be \$16; public motor cycles will pay \$24 and those with sidecars \$48.

The scale for private and public chairs and rickshas remains unaltered. The Governor will pay no fee either for vehicle or drivers' licences.

Learned licences will still cost \$1 for two months, while the C.S.P. may also issue a traders' licence for demonstration purposes, and temporary licences at a fee of \$2 per month for motor vehicles brought into the Colony for temporary use.

In the regulations covering drivers it is stated that a driver may pass on either side of a moving tramcar provided the road is clear and may also pass on the right side of a stationary tramcar, if the road is clear, but not on the left.

It is laid down that drivers of motor vehicles shall undergo a test and "must also pass a medical examination, including test of vision, as to his fitness to hold a driver's licence." On leaving the Colony he must deposit his licence with the C.S.P. No motor driver's licence shall be issued to persons under 18 years of age, and it is further laid down:—

"A driver shall not drive any public motor vehicle until he has passed such examination as the Captain Superintendent of Police may prescribe as to his fitness to drive that type of public motor vehicle. He shall not drive any other type of public motor vehicle until he has passed such further examination as the Captain Superintendent of Police may prescribe. An endorsement shall be made upon his driver's licence indicating the type or types of public motor vehicle which may be driven by him."

There are very many regulations covering trucks, carts, chairs and rickshas, whilst motor cars are also regulated. A complete copy of the regulations affecting motor vehicles will appear in the official handbook of the Hongkong Automobile Association, shortly to be published.

LONDON-MOSCOW-PEKING.

Moscow, June 27. Klyushko, former Assistant Soviet Trade Commissioner in London, has been appointed Trade Commissioner at Peking. —*Reuter.*

TURF TOPICS.

TRAINER OF EDENHALL.

[BY "ARGUS JUNIOR"]

Lo On, who is head lad to Mr. Charlie Alves, was born in Fanyuen district, Canton, 38 years ago. At the age of 13, he arrived in Hongkong and obtained a job as a cotton-spinner in the Hongkong Spinning and Weaving Factory, where he remained five years. Having friends in one of the local stables he one day in 1909 determined to try his hand as a maofo. He obtained a post as maofo in Kennedy's Stables and worked for different owners, but the first of his charges to win was a pony named Minivoy, owned by Mr. Stewart of the International Bank, whose racing name was Man Kwok. At the annual meeting of 1912 he won the Jockey Cup, with Mr. Jovoy in the saddle, and later in the day carried Mr. Brighton to victory in the Royal Navy Cup. The following year Man Kwok's sub-griffin Donald Dili won the Valley Stakes and was second in the German Cup, later in the year winning two gymkhana events. Mr. Johnson was the pilot on each occasion. Lo



On was later in the employ of Mr. E. des Voeux and was in charge of a cream sub-griffin who won one race at the annual meeting with Mr. Knoll in the saddle, but did little afterwards.

For two years, Lo On was head maofo in Dr. Kew's stable, at the time the latter owned Kiangsi King and Wild William (later named Boomerang). His charges were not in winning vein, though Boomerang ran second twice in the 1 1/4 mile handicap at gymkhana meetings.

In 1923, Lo On entered the service of Mr. C. Alves as head lad and under his tuition should learn many useful wrinkles. At present he has charge of Edenhall, Musketeer, Starland, Bandicoot, Jadestone and Nestor. The first two each have registered wins this season (Edenhall on two occasions), but neither are too sound at the moment. Starland is always liable to spring a surprise and has already paid his supporters a useful dividend on the place parimutuel. With a fair share of luck the stable should pick up more prizes before the year ends.

(The foregoing brings to an end the service of sketches of Chinese trainers and head lads. Ed. "H.K.T.")

N. D. L. STEAMER.

TO BE DOCKED AT SINGAPORE.

Messrs Melchers & Co. have received a cable stating that it will be necessary for the s.s. "Saarbrücken," which recently grounded near Sabang, to go into dry dock at Singapore. All cargo is being debargeed at that port, and the vessel's arrival here delayed until about the 20th. prox. in consequence.

TO-DAY.

Closing Exchange 2s. 4. 11/16. Lightning Up-Time 7.11 p.m. High Water 7.4 a.m. Low Water 1.51 p.m.



There are two very notable features about this year's Royal Academy, both of which are of a negative character. A critic remarks on the singular absence of "problem" pictures, while I myself have noticed with much regret the scarcity of those pleasing compositions known as still-life groups. I know a man who collects this latter type, and a glance at his gallery room walls, on which these pictures are hung, affords one the illusion that one has strayed into a Woolly West general store.

One can particularly excite my admiration. It consists of a masterly delineation of a pork pie, a bassoon, the ace of spades, a bust of Mr. Gladstone, a beetle-trap, and about a couple of raw steak. Another, of almost equal attractiveness, depicts a burst pomegranate, a hipbath, four bed-knobs, a volume of Cowper's collected works, and a bottle of Worcester sauce.

I believe it was Ruskin who said that a man couldn't live with a great work of art in his house without being the better for it, and were I the owner of either of the above pictures I feel I should grow so good and noble that I should deserve personal mention in the Beatitudes.

The gentleman who alleged that he heard the cuckoo at Stoke Pores last week has now withdrawn his statement. It has transpired that what he took to be the note of a cuckoo was only the plumber calling to his mate.

"The world is coming to an end" yet again, this time on 24th July (according to the calculations of a Czechoslovakian "prophet"). I don't know whether he worked out the date with a slide-rule, a range finder, or a table of logarithms, but whatever his method, I can't help thinking that the old boy inadvertently took away the number he first thought of when arriving at his result. Personally I find this constant annihilation of our planet exceedingly boring. Since 1900 the end of the world has been predicted no fewer than 27 times, but the catastrophe has always failed to arrive as per schedule, thus causing considerable inconvenience amongst the credulous. Take 7th July, 1902, for instance. At that period of my life I believed all I read in the papers, and on seeing the announcement I was greatly annoyed, as I had just bought a new dress suit, and had arranged, moreover, to take a girl up the river on 8th July. I forthwith scratched the girl and sold my dress suit to an infidel at an enormous sacrifice, only to find, of course, that on the fateful day the great big world kept on turning as usual.

Anyway those of you who have early morning appointments on 24th July next had better, as a precautionary measure, emigrate to Australia, where for several hours it will still be 23rd July when it's 24th here.

The unfortunate gentleman who last week fell down an oil-well in Arkansas, and was unable to extricate himself, has, I am pleased to report, at length solved his difficulties by becoming a naturalised sardine.

I am distressed at having to record a grave breach of courtesy on the part of my fellow Londoners towards a simple-minded country visitor "up" to see the British Empire Exhibition. Shortly after eleven o'clock last Tuesday night our visitor complained to the policeman on duty near the Nelson Monument that one of the lions guarding the plinth had snapped at him. Instead of promptly arresting the lion, the indiscriminating constabulary "ho countryman in to the police station, where they made him say "truly rural" and "ninety-

nine," and subsequently haled him the following morning before a coldly encephalic magistrate, who, on dismissing the charge with a caution, took the opportunity to deliver a few misplaced witticisms, amounting upon the whole when it was green, and the whisky when it was black and white.

This serves to remind me of a little incident which I witnessed last night in a motor-bus. A passenger who was all too obviously a blue-four team at elbow, lifting, lean, across the gangway, and with his umbrella prodded a man on the opposite seat, saying solemnly: "Skyscraper, sir, but tussle, ask you get out."

"What the blasted for?" demanded the prodded one.

"Being 'toxicated in public vehicle."

"How dare you! This nothing of the sort!"

"Well, I shay you are. I can mos' distinctly see two of 'em."

"Somebody has discovered that the highly scented violets sold in the streets often prove to have been sprinkled with perfume out of a bottle, and has written quite an angry letter to the Press about it, alleging fraud on the part of the vendor. I don't think, however, that it is exactly fraud to make a violet smell like a violet. Fraud would come in were the vendor to make a bunch of violets smell like a Spanish onion or the lesser bugwort."

Arising out of this comes the question: Is the lady who puts on her complexion out of a bottle guilty of fraud?

Talking of writing to the Press, a contemporary has been publishing a number of letters from its readers on the matter of the best type of book to read in bed in order to induce somnolence, the general opinion inclining to poetry for that purpose. It would seem advisable, however, to choose one's poet with care. To read the lucubrations of the modern Free Wheel School immediately in top of a lobster supper would be "Macbethlike" to murder sleep, while to attempt to cope with "Sordello" after a Masonic banquet would likewise defeat one's object. On the other hand, Homer or Hesiod read in the original should form an admirable soporific in any circumstances, the task of getting out of bed at frequent intervals to consult the dictionary creating a state of bodily weariness to which the most confirmed insomniac would be forced to succumb.

A new enterprise has just been started in New York whose function it is to answer all kinds of curious and out-of-the-way questions. This suggests a novel and alluring evening pastime—ringing up the "Phone-us Company" (as it is styled) and trying to stump it. Apparently, it has survived all tests so far, but here are a few questions which, I fancy, would try the resources of the office to the uttermost, and to which, as yet, no satisfactory answers have ever been forthcoming:—

- (1) Where do flies go in the winter-time?
 - (2) Has anybody here seen Kelly?
 - (3) Alice, where art thou?
 - (4) O, who will o'er the downs so free?
 - (5) Why so pale and wan, fond lover?
 - (6) Who is Sylvia?
 - (7) What is she?
- Also, I should very much like to know the answer to that old conundrum—
"Silver and gold have I none; Yet this man's father was my father's son!"
—who relation were they? I offer a prize of a self-lubricating fountain pen to any reader who can successfully solve these problems.

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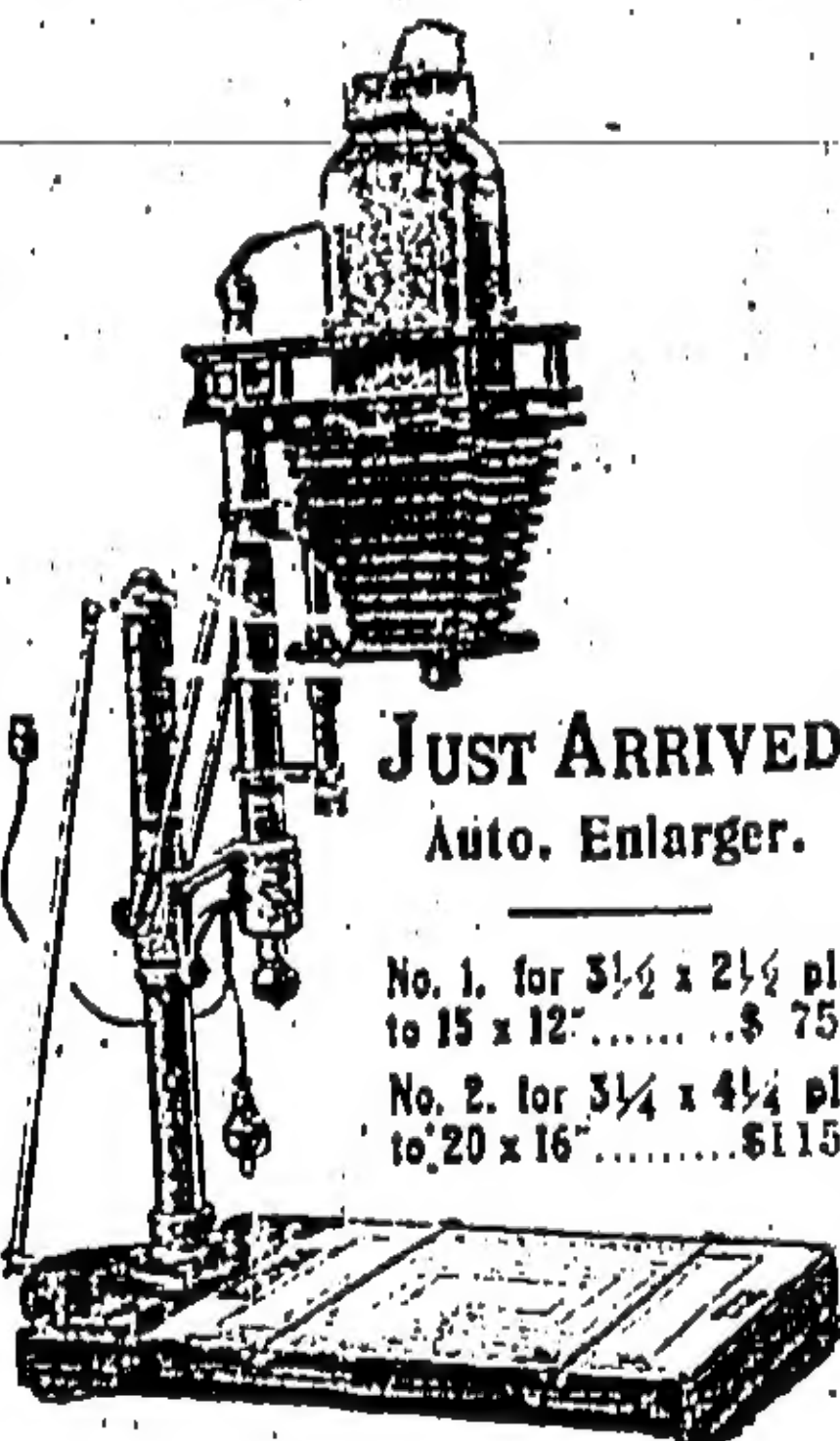
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EARLIER TELEGRAMS.

BRITAIN AND THE SUDAN.

London, June 27.

Lord Parmoor's statement in regards to the Sudan is practically unanimously approved by the British press. While some writers are of the opinion that Zaghul, in view of his uncompromising attitude, should abandon his visit to London, others admit there is room for adjustment of administration, which can be conveniently discussed with Zaghul in London.

Cairo, June 28.

The vernacular press publishes columns of protests against Lord Parmoor's statement from different places throughout Egypt. A huge demonstration of sympathy for our "Sudan brothers" is planned in Cairo. The National Organisation "Wafd" had appointed a committee to collect subscriptions to assist the "Sudanese victims of the recent demonstrations of sympathy with Egypt."

In an interview with Reuters, Zaghul said that friends in England and in Egypt were ashamed of Lord Parmoor's declaration, which increased the anger of the Anglophobes and made an agreement difficult.—Reuters.

GERMAN DISARMAMENT.

Paris, June 27.

Rendering account in Parliament of the conversations at Chequers, and Brussels, M. Herriot expressed confidence in the acceptance of the report of the Experts. There was never a question of alienating the freedom of action of France and Belgium, regarding the military occupation of the Ruhr. Premier Macdonald told them that in the event of German default in the execution of the report of the Experts, Britain would solemnly undertake to stand by her allies.

M. Herriot and Mr. Macdonald were entirely agreed as to the necessity of disarming Germany. The Belgians expressed complete agreement did not raise the slightest difficulty.

M. Herriot will insist on the equitable solution of the inter-Alleed debts and watch out that French interests do not suffer in the forthcoming negotiations. The results of the inter-Alleed conference will be submitted to Parliament before the holidays.—Reuters.

FRENCH OCCUPIED TERRITORY.

Berlin, June 27.

Following M. Herriot's declarations in the Chamber in regard to expelled Germans, permission has already been given for thirty thousand persons to return to French occupied territory. The return of the majority of those expelled will be rendered possible shortly and the majority of those sentenced to prison at the time of the Ruhr conflict will be freed.—Reuters.

AMERICA TO TAKE PART.

Washington, June 27.

The Government has definitely assured the Conference of Premiers to be held on the 18th July that there will be a restricted discussion of the Dawes plan, not to include the question of inter-Alleed debts.—Reuters's American Service.

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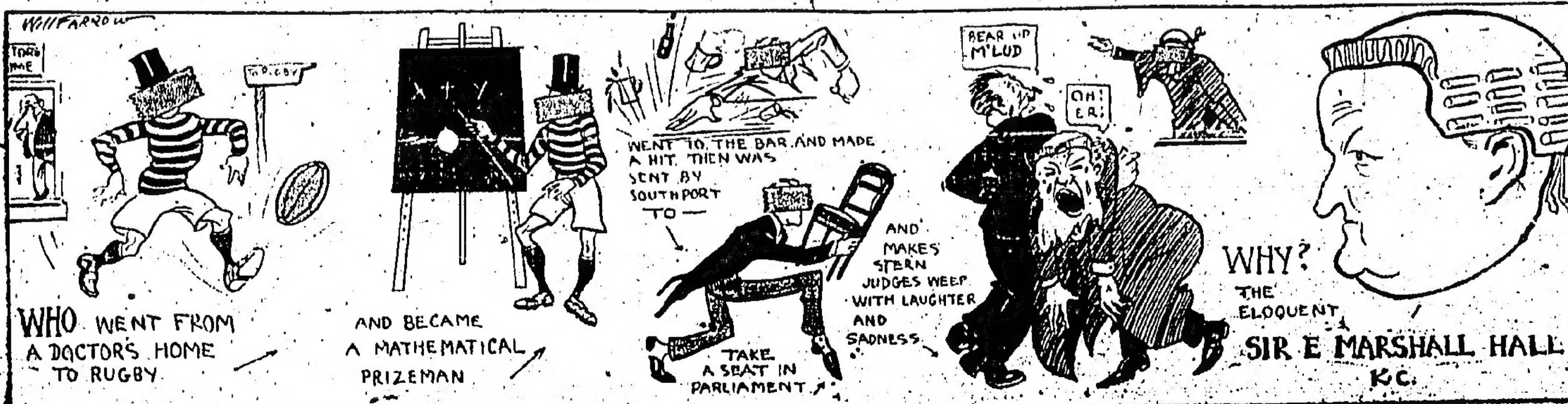
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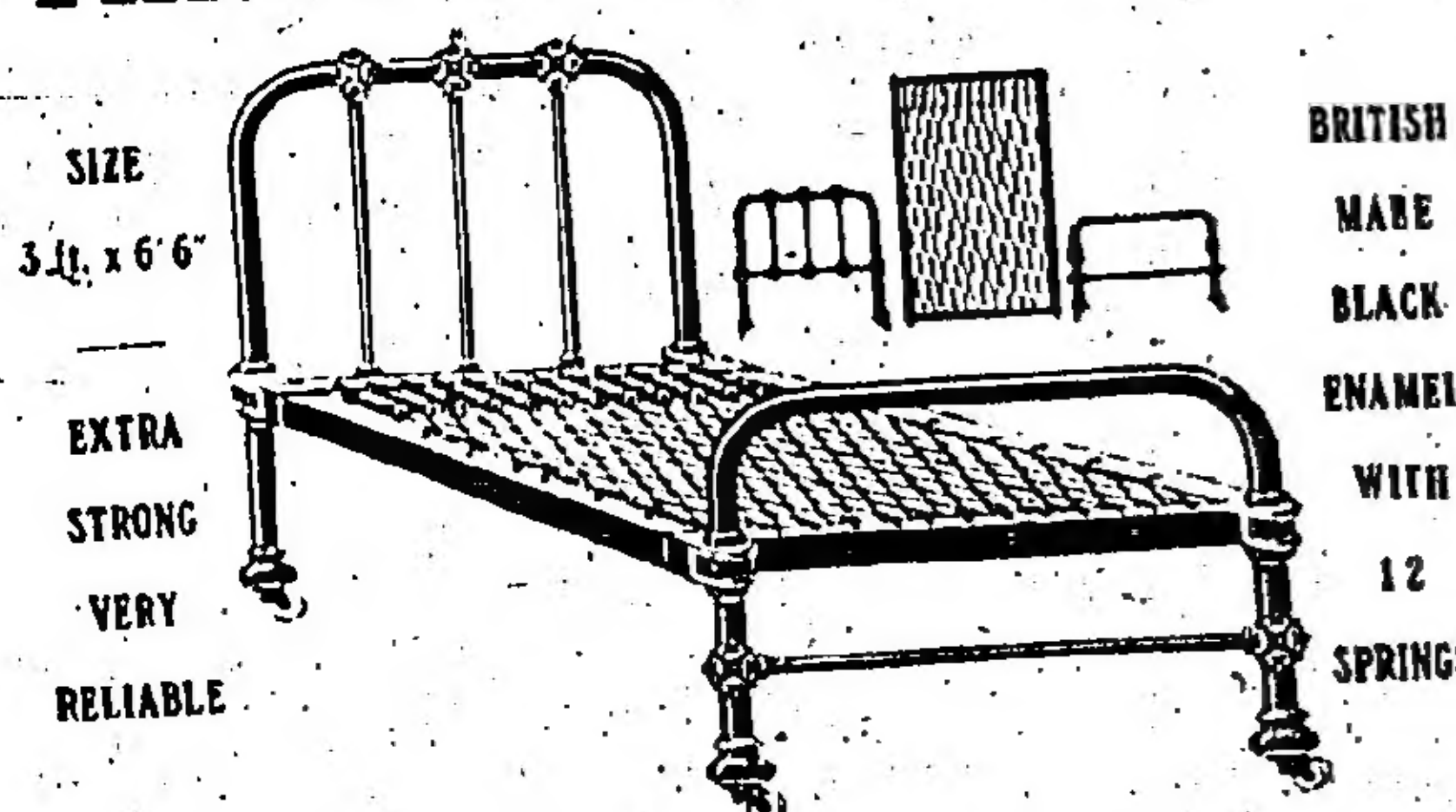
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NAVAL VARIETY CONCERT.

SUCCESSFUL SHOW AT CANTON THEATRE.

The concert given by H.M.S. Tamar at the Canton Theatre was an unparalleled success both from the point of view of attendance and the least of good things provided for the audience's entertainment. With the exception of four performers, the artists were drawn entirely from the Navy, the exceptions being Miss M. Gaudet, Mr. I. Zelenky, Mr. Annis, and Mr. C. Olive. The show commenced punctually at 8.30 with lively selections by the Quavers Jazz Band and from then on there was not a dull moment. Applause was plentiful, but encores rare and the first of these went to Miss Gaudet for her sweet soprano by the insistent demands of the naval contingent in the audience. Most of the artists appeared in both parts of the programme, but generally gave of their best after the interval.

Sig. Russell and Marine King have excellent tenor voices, but the latter appeared to best advantage in a duet with the deep voiced P. O. Finch.

Of the comedians, S. C. P. O. Vineer was undoubtedly the best in his "Beauty of the Guards," although S. P. O. Anderson and Sgt. Reilly ran him close, the latter with a song called "Meet me" which had the audience sniffling double fortissimo at the end of two verses.

Mr. C. Olive, the well-known character performer, displayed his versatility by giving a ventriloquist act in the first half and Dickens "Scrooge" in the second.

Able Seaman Barrett sang two songs to his own accompaniment while a popular aerobatic performance was given by the Indian rubber like Ldg. Sen. Smyth and A. B. Ball with no impediment other than two common-place chairs. Perhaps the honours of the evening went to Mr. Zelenky, whose delightfully humorous studies of a Cantonese, a Japanese shipping agent, and a Hindu are worth travelling miles to hear.

Further humorous relief was provided by A. B. Dearth and C. P. O. Levers, and a bewildering exhibition of catass swinging by P. O. Tunc balanced the programme.

Miss I. Gaudet accompanied her sister and both singer and accompanist, received bouquets, while a strangely wrapped gift was handed over the footlights to C. P. O. Vineer.

Mr. Archie Hake accompanied other singers, and the Quavers band rendered excellent service when necessary.

The lighting effects, satisfying in every way were capably controlled by P. O. Bates.

By the attendance one would judge that the fund for the benefit of the wife and child of the late P. O. Waterworth, will be augmented by a good sum.

A LOST PASSPORT.

SPANIARD IN COURT.

Mr. J. Lizarraga, a Spanish subject, appeared before Mr. R. E. Lindell at the Central Magistracy yesterday on a charge of entering the Colony without a valid passport.

Defendant was represented by Mr. G. R. Haywood.

Mr. Haywood said that he would plead guilty to a technical offence, but the prisoner had a passport which he left in a "rest house" in Singora. P. M. S. He reported the matter to the American Consul, who then cabled Governor General Wood. A cable was received from the Governor stating that everything was correct. Defendant came to the Colony in December, 1922, and had visited several other parts in the East. He returned to the Colony in April and had been here ever since.

Mr. Haywood produced a letter written by the American Consul saying that accused had lost his passport.

Inspector Pinchock told his Worship that defendant was arrested on a warrant under the Travellers' Restriction Ordinance. The Inspector applied for a heavy penalty, stating that the Captain Superintendent of Police was asking for the deportation of the prisoner. Defendant was remanded until next Wednesday, when the American authorities will be communicated with.

Bail was granted in the sum of \$8,000.

THE GLORIOUS FOURTH.

INDEPENDENCE DAY CELEBRATIONS.

At a meeting held at the American Consulate on Thursday evening, the question of the 4th. of July celebrations was dealt with. A chairman was elected and a Reception Committee consisting of a Treasurer, a reception member, a baseball member, and invitation member appointed.

It is proposed that a baseball game take place in the morning, which will, if possible, be of teams selected from the Married and Single members of the community respectively.

From 12 to 1 there will be an official reception at the American Consulate.

From 4 p.m. the American community will be at home to all members and their friends at the Hongkong Hotel.

The evening will be free for private celebrations, but it is understood that the Hongkong Hotel will be holding a special dinner dance, which will without doubt be largely attended.

H. V. D. C. FIELD DAY.

OPERATIONS AT STANLEY.

The H. V. D. C. carried out a very interesting field day last Sunday at a point near Stanley. The weather was not too unkind and a most successful operation was carried out.

The original intention was for a party to land near Stanley cemetery and for this purpose launches had been promised by the Taiaroa and Hongkong Dock. As the weather was rather rough, however, the landing party went by bus, the vehicles being provided by the Aberdeen R. F. Motor Company. These buses carried the men to the point where they would have landed under ordinary circumstances. The raiders were a mixed force representing all units of the force except the M. I. and the machine gunners. They were under the command of Lt. Rolston, assisted by 2nd Lt. Logan and 2nd Lt. Syme Thompson.

Their object was to blow up a hypothetical wireless station situated on the road between Stanley and Repulse Bay. The defending force consisted of the M. I. Company under Lt. Dowling and the Machine Gun Platoon under Lt. Bracktonridge. M. C. The armed car belonging to the M. I. was allowed to take action just as the first party of raiders left the beach and the remaining defenders were not allowed to move until ten minutes later.

The raiders kept together until past Stanley police station when they split up into small parties, each carrying a round bomb, in order to attack the wireless station independently. The country on the whole was broken and hilly, covered with jungle growths and great activity and endurance was displayed by both sides. The issue of a fight, conducted without bullet and bayonet, was hard to judge but it was agreed that the armed car was captured. There was some controversy as to whether a party of raiders under C. S. M. Brown would have reached the wireless station or not. Concealed in scrub they made the distance in wonderfully quick time, and their sudden appearance near their objective was a great surprise to the defence.

Machine gunners engaged them at close quarters, but as each of the raiders represented two men this preponderance of numbers would possibly have gained them the victory.

At the "cease fire" both parties gathered at Stanley Police station for tiffin. Afterwards there was bathing. The umpire for the day was Lt. Col. I. O. Bird, D. S. O., assisted by Capt. J. Macready, D. S. O., Capt. R. D. Bennett, M. C., and the Adjutant.

LEAGUE TENNIS.

INDIANS FIRST DEFEAT.

The Indian R. C. sustained their first defeat in the League this season yesterday, when they were beaten by the United Services Recreation Club by 62 points to 47. Their defeat, makes the championship fight more than usually interesting, and it would not come as a surprise if the Indian R. C. the U. S. R. C. and the Kowloon C. C. had a tournament on their own later on to decide the championship.

The Kowloon Cricket Club have not yet met defeat. They have beaten the United Services, but have yet to meet the Indians.

Yesterday's scores were as under:—
Commodore Grace and Pay Lt. Com. Worthington (U.S.R.C.) beat

HOLYOAK, MASSEY & CO., LTD., QUEEN'S BUILDINGS, HONGKONG.

Agents for

MARRYAT & SCOTT, LTD.

LONDON.

FOR Comfort, Speed and Perfect
Smoothness of Motion a

MARRYAT SCOTT LIFT

is still unequalled.

For estimates apply to Hol ak Massey & Co. Ltd.



LIFTS INSTALLED AT CHINA BUILDINGS:

2 High Speed Passenger Lifts	300 ft. per minute
5 Goods " "	250 ft. " "
1 Goods " "	120 ft. " "

DECORATING

We're Known As the Home Beautifiers

OUR customers have absolute confidence in our advice on home decoration: We quickly determine just what will lend new charm and beauty to a home; and in achieving the happy result, we keep strictly within the limits of what a customer can afford to spend.

Cretonnes, Shadow Tissues, Repps.
Art Muslins of the latest designs at
the lowest prices.

LOOSE COVERS A SPECIALITY.

WHITEAWAY'S
(WHITEAWAY, LAIDLAW & CO., LTD.)

SKETOCIDE

A pleasant and most efficient Vermicide
Sprayed about the room and in cupboards, trunks,
etc., instantly kills all Mosquitoes, Flies, Moths, Ants,
Silverfish, etc.
Non-staining Non-poisonous.

In Tins:
Pints \$1.10, Quarts \$1.80, Half Gallons \$3.25, Gallons \$5.80.
Sprayers 70 cts. each.
THE PHARMACY
Tel. C. 345. 26, Queen's Road, Central, Hongkong. Tel. C. 347.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }

State if Box; No in required

WANTED.

ASSISTANT required for local Store. Young man of British Nationality. Apply giving full particulars to Box No. 1155 c/o "Hongkong Telegraph."

WANTED. By British firm a Chinese clerk with experience of Imports & Exports. Apply in own handwriting, with qualifications, to Box No. 1157 c/o "Hongkong Telegraph."

WANTED. COMPETENT LADY TEACHER with good knowledge of French, will teach English to Chinese, French and Japanese Pupils preferred. Ladies and Children homes in morning and early afternoon. Apply Box 1158, c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Three Roomed Flat with Flushing System, at No. 9 Jordan Road, Kowloon. Apply KOON TAI & Co., 22, Des Vaux Road, Central. Phone 6417.

TO LET.—Offices in Central position. Apply THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

TO LET.—Centrally situated ground floor premises suitable for a Bank or Shipping Office. Also few office rooms. Apply P. O. Box 259.

TO LET. Ellenbush Villas. Apply E. T. H. Bunje, c/o H.M.H. Nemesse, Prince's Bldg.

TO LET.—One European flat in LEE BUILDING, Wanchai; Gap Road. Apply to 32, Kennedy Road.

PRIVATE HOTEL. Victoria Gardens, Kowloon, next door new hotel. Full board from \$4 per day. Special monthly rate for families. Tel. K. 357.

TO LET. 5 roomed house, at Homantin, modern conveniences, with Bathrooms, Kitchen and Servants quarters. Apply Box 1153, c/o "Hongkong Telegraph."

TO LET.—SHOPS IN CHINA BUILDINGS facing Queen's Road Central and the new street. For terms apply to Chinese Estates, Ltd., China Buildings, 5th Floor.

TO LET.—Portion of Ground Floor in "St. George's Building" premises at present occupied by Messrs. Hawthorne and Pearson. Immediate occupation. For Particulars Apply to HONGKONG & TERRITORIAL ESTATES LTD.

NOTICE OF REMOVAL.

WE shall on the 30th inst. REMOVE to No. 17, Queen's Road, Central.
THE KWONG SUN CO., LTD.
Hongkong, 28th June, 1924.

Other Notice appear on page 9

NOTICE OF REMOVAL.

WE BEG TO NOTIFY ALL OUR CUSTOMERS THAT ON AND AFTER THE

1st JULY, OUR OFFICES

will be located at

No. 15, Queen's Road, Central. (1st Floor.)

The Said Offices Being at Present Occupied By

THE SUN LIFE ASSURANCE COMPANY OF CANADA.

J. P. VIEIRA REMEDIOS & COMPANY,

10, MORRISON GAP ROAD.

Dated Hongkong, June 14th, 1924. Happy Valley Variety Store.

What three
Wise Women Say:Old Dutch-saves Work.
Cleans Hygienically.Old Dutch-saves Time.
Removes the Dirt,
not the SurfaceOld Dutch-saves Money.
There's nothing else
like it.

DISTRIBUTORS

GETZ BROS. & Co., of The Orient, Ltd.
Bank of China Building.

NOTICE.

THERE ARE TWO REAL
HAZARDS.First, the Hazard of Living too long.
Second, the Hazard of Dying too soon.

Each Hazard can be offset through Life Insurance: the first, by an Annuity; the second by a Life Policy.

We can make you a number of attractive propositions covering either Hazard.

The Sun Life Assurance
Company of Canada,
15, Queen's Road Central,
Hongkong.F. M. WELLER,
Manager.

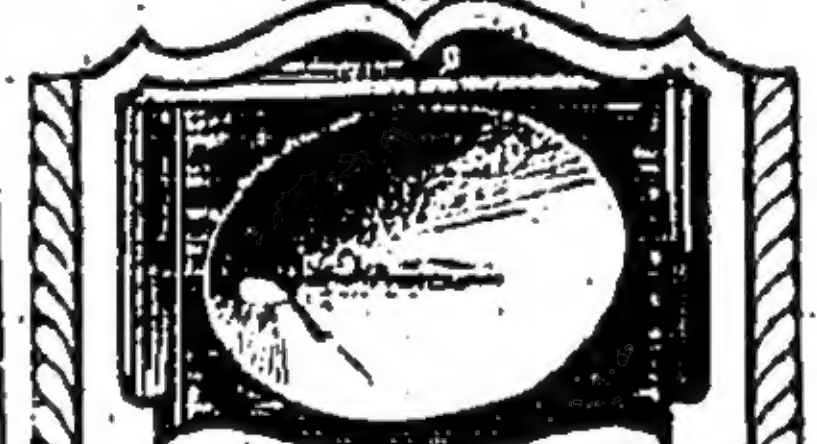
NOTICE.

HONGKONG SHARE-
BROKERS ASSOCIATION.The following are members of
the above Association:A. H. Carroll J. F. Grose
M. A. Razack V. Yvanovich
J. W. Kew A. P. Greaves
W. J. Carroll H. M. H. E-mail
O. Kitchell Sen Kon Chi
Yip Yung Pak Harry O. Odell
F. M. L. Soares Soo Poi Shao
H. E. EdwardsBy order of the Committee,
J. W. Kew,
Secretary.

NOTICE.

HONGKONG STOCK
EXCHANGE.The following are members of
the above Exchange:Abraham, Ezra, Louan, W.
Alvay, A. A. Matheson, R. T.
Burgess, J. T. Nissim, A.
Benjamin, V. Perry, I. S.
Bike, H. Pestonji, R.
Croucher, N. A. Potts, Geo. H.
Ellis, F. M. P. H. P. C.
Gould, Joseph, Raymond, F. M.
Gutterres, A. A. Silva, P. M. N. da
Hough, T. F. Smyth, F. R.
Lammert, Geo. A. Foster, P.
Lammert, H. A. Kew Fred.
By order of the Committee,
A. NISSIM,
Secretary.NOTICE TO CONSIGNEES
THE BEN LINE STEAMERS,
LIMITED.From MIDDLESBRO, ANT-
WERP, LONDON & STRAITS.The Steamship "BENLOMOND"
CONSIGNEES of Cargo are
hereby informed that all goods
are being landed at their risk
into the hazardous and/or extra
hazardous godowns of the Hong
kong and Kowloon Wharf and
Godown Co., Ltd., whence and
or from the wharves, deliver
may be obtained.No claims will be admitted
after the goods have left the go-
dows, and all goods remaining
undelivered after the 4th July,
will be subject to rent.All claims against the steam-
ship must be presented to the Under-
signed on or before the 15th
July, or they will not be re-
cognised.All broken, chafed and damaged
goods are to be left in the go-
dows where they will be ex-
amined on the 4th July, at 10 a.m.
No Fire Insurance has been
effectuated.Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON AND
CO., LTD.,
Agents,
Hongkong, 27th June, 1924

NOTICE TO CONSIGNEES

SERVICES CONTRACTUEL
DES MESSAGERIES
MARITIMES.The Steamship
"MIN"
Consignees of Cargo from
Antwerp & London.In connection with above
steamer are hereby informed that
their goods with the exception of
Opium, Treasure and Valuables
are being landed and stored at
their risks into the Godowns of
the Hongkong Kowloon Wharf
and Godown Co., Ltd. Kowloon
whence delivery may be obtained
immediately after landing.Optional Cargo will be forward-
ed on unless intimation is received
from the Consignees before
noon to-day requesting it to be
landed here.Bills of Lading will be counter-
signed by the Under signed. Goods
remaining unclaimed after the
2nd July, 1924, at Noon will be
subject to rent and lading
charges.All claims must be sent in
to me on or before the 6th July,
1924 or they will not be re-
cognised.All damaged packages will be
examined on Wednesday the
2nd July, 1924, at 10 a.m. by
Messrs. Goddard & Douglas.
No Fire Insurance has been
Effectuated.R. RODENFUSEK,
Acting Agent,
Hongkong 26th June, 1924.The Brunswick
Oval Tone
Amplifier
or "horn"One of the reasons why
Brunswicks are found in
the homes of professional
musicians.THE MOST PERFECT
REPRODUCTION YET
ACHIEVED.TEH
BRUNSWICK
STUDIO

17, Lee House Street.

Brunswick

"DECCA"
THE PORTABLE
GRAMOPHONE5 DIFFERENT MODELS
PRICES FROM \$40.00(LESS 10% DISCOUNT FOR CASH)
AT

ANDERSON'S

DOUGLAS STEAMER CO., LTD.

Tickets will be issued for
Round Trips during the months
of July to September, from Hong-
kong to Foochow (Pagoda
Anchorage) and return, calling at
Swatow and Amoy on both the
upward and downward Voyages,
by the Company's new, fast, well
appointed steamer "Hui-Ning" at
the reduced rate of \$80. for the
round Voyage, including Meals
while the steamer is in port.These Special Tickets will be
available for return only by this
steamer, either by the Voyage
for which it is issued or by her
following sailing from Foochow
Duration of stay at Foochow 45
hours.The Trip occupies 8 to 9 days
and the steamer will leave
Hongkong from the Company's
Wharf at 5 p.m. arriving at day-
light on her return (Weather
permitting).The Company's Steam Launch
will convey passengers from
Pagoda Anchorage to Foochow
City, if required.For further particulars and
dates of sailing Apply to
DOUGLAS LARRAIK & CO.,
General Managers,
Douglas Steamship Co., Ltd.Choosing After
an Exhaustive
InspectionThe
MORRISON
PIANOStands alone, used for
Broadcasting due to itsGreat
Volume and
Superior
Quality
of Tone.Sold on Cash or Convenient
Monthly payments.Let us show you at
TSANG FOOK
PIANO CO.94, Wanchai Road.
Telephone No. 2127.

MASSAGE HALL

MR. B. UZUNOYE,
Expert Masseuse
9, Queen's Road Central
A. FloorTINNED FRUITS
AND
ALL KINDS OF
PROVISIONS
OF THE
HIGHEST QUALITYAND
THE VERY BEST
WINES
AND
SPIRITSTHE
EMPRESS
STORETel. 58, Nathan Road,
K. 626 Kowloon.C. E. WARREN
& CO., LTD.SANITARY ENGINEERS—
MONUMENTALISTS
OFFICES:

31D, WYNDHAM STREET.

(OPPOSITE THE DAIRY FARM)
Tel. Central 269.Just Received
A NEW STOCK OF

"IDEAL" BOILERS

Estimates Free For Heating,
Hot & Cold Water Systems
& All Sanitary Installations.MONUMENTALISTS IN ITALIAN
MARBLE AND HONGKONG GRANITETO OWN
OR SELECTED DESIGN.Crippled
by Corns?
Use "Gets-It"The only good corn is a dead corn. A few
drops of "Gets-It" will quickly start any cornor callous on the way to "the happy hunting
ground." "Gets-It" brings instant relief from
all pain and itching. One bottle contains
enough "Gets-It" to remove a dozen corns,
blisters or warts, old or new. Costs you nothing if
it fails—but it doesn't fail. Let your druggist
sell you why millions demand it. R. Lawrence
& Co., Ltd., Chicago. Sold in this city by
all chemists.NO MORE INDIGESTION
AFTER EATINGThat distressing, disagreeable,
and frequently painful condition
known as indigestion, from which
so many people suffer after eat-
ing, can be prevented, or relieved
in five minutes, by taking two or
three Bismag Magnesia tablets
immediately after eating, or
whenever pain is felt. It's really
wonderful the way these little
tablets prevent and relieve all
forms of stomach trouble and
weakness due to or accompanied
by acidity or food fermentation.
If you have acid stomach weak-
ness, indigestion, loss of power
or any other form of internal
trouble, go to the nearest chemist
for a package of Bismag
Magnesia tablets; take as directed
and you'll be amazed and de-
lighted with the results. Be sure
to see the trade-mark word
BISMAG on the wrapper when
buying.The Sign
of the
GenuineSee it on
every
package

FORTHCOMING AUCTION SALES.

Lammert Bros.
PUBLIC AUCTIONSTHE Undersigned have received
instructions to sell by
Public Auction on
Monday, the 30th June, 1924,
commencing at 12 o'clock Noon
at their Sales Room, Duddell
Street.A Large Quantity of Miscellaneous
Goods
Terms:—Cash on Delivery
LAMMERT BROS.
Auctioneers.THE Undersigned have received
instructions to sell the
Executor of the estate of the late
Hon. Mr. A. R. Lowe to sell by
Public Auction on
Wed., the 2nd July 1924,
commencing at 12 Noonat their Sales Room, Duddell
Street.The Well Known Cruising Yacht "Nibe"
(as she now lies off the Royal
Hongkong Yacht Club)
Length 53 feet
Breadth 12 feet 6 inches
For further Particulars apply
to the undersigned.Terms:—Cash on Delivery
LAMMERT BROS.,
Auctioneers.THE Undersigned have received
instructions to sell by
Public Auction on
Wednesday the 2nd July 1924
at 11:30 a.m.at their Sales Room, Duddell
Street
(for account of the concerned)
50 Tons Sulphate of Ammonia
(now stored in Messrs. Himly's
godown, Chung Hing Street,
Shamshui)
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.BY ORDER OF THE MORTGAGEE
PUBLIC AUCTIONVALUABLE LEASEHOLD
PROPERTY
situate at AUSTIN AVENUE
KOWLOON and known as
Nos. 1, 2, 3, 5, 6, 7 & 8
AIMAI VILLAS
to be sold by
PUBLIC AUCTION
on MONDAY,
the 7th day of July, 1924,
at 12 o'clock noon
IN ONE LOTby
Messrs. LAMMERT BROS.,
Auctioneers,
at their Auction Rooms in
Duddell Street.The Property consists of:—
ALL THOSE pieces or parcels
of ground situate at Kowloon in
the Colony of Hongkong and re-
spectively registered in the Land
Office as KOWLOON INLAND
LOTS Nos. 1171 and 1172 to-
gether with the messuages or
tenements erections and build-
ings thereon.Particulars and Conditions of
Sale may be obtained either
from:—
Messrs. DEACONS,
1 Des Vaux Road Central,
Hongkong,
the Vendor's Solicitors,
or from
Messrs. LAMMERT BROS.,
the Auctioneers.PARTICULARS AND CONDI-
TIONS OF SALE
of a
VALUABLE LEASEHOLD
PROPERTY
situate and being
Inland Lot No. 1947 and Nos. 20
and 21 Broadwood Road Wong-
nienchong situate thereon
to be sold under the instructions
of the Trustee of the will of
Charles Edward Warren deceased
by PUBLIC AUCTION
on
Friday the 27th day of June 1924
at 3 o'clock p.m.SUBJECT TO A RESERVE
PRICE
by
Messrs. LAMMERT BROS.,
Auctioneers,
at their Auction Rooms,
Duddell StreetFor further Particulars and
Condition of Sale apply to:—
Messrs. DEACONS,
Solicitors,
No. 1 Des Vaux Road Central
or to
Messrs. LAMMERT BROS.,
The Auctioneers,
Duddell Street.PARTICULARS OF SALE
of the
Steamship "DERWENT,"
Now lying in the Harbour of
Hongkong
To be sold by
ORDER OF THE COURT
by
PUBLIC AUCTION
on Wed., the 2nd day of July 1924
at 3 o'clock p.m.
IN ONE LOT
by
Messrs. LAMMERT BROTHERS,
Auctioneers,
at their Sales Room, Duddell
StreetThe Ship is a British ship re-
gistered at Hongkong of 2410
tons Gross and of 1563 Registered
tonnage, I.H.P. 250. She has
accommodation for 12 first Class
Passengers, 20 Second Class
Passengers and 1063 Deck Pas-
sengers and is fitted with electric
light and was built for the
Thompson & Co., Sunderland
in 1879.
Length BP 331 feet overall
350 feet
Beam 36 feet
1 depth 25 feetThe hull and Machinery had
an extensive overhaul in Septem-
ber 1923 and passed Board of
Trade Load Line Survey at that
date.
The vessel is to be sold with
all such life boats, deck stores,
engine room stores, equipment
and fittings including mattresses,
pillows and linen as they are on
board the vessel.For orders to view apply to
Messrs. Lammert Bros., the
Auctioneers.
For further particulars,
Apply to Messrs.
JOHNSON STOKES & MASTER,
Princes Building,
or to
Messrs. LAMMERT BROS.,
The Auctioneers,
Duddell Street.

BANK HOLIDAY.

IN accordance with Ordinance
No. 5 of 1912, the Exchange
Banks will be closed for the
transaction of Public Business
on TUESDAY, the 1st July 1924.
Hongkong, 26th June, 1924.

YOU'LL LIKE PINKETTES

they are so gentle in action yet so
certain in result—in brief "The
Perfect Laxative." Are you
troubled with constipation? Pin-
kettes bring easy and quick re-
lief. Are you bilious, liverish, head-
achy, "blue"? Pinkettes gently
stimulate the liver, remove head-
ache's causes, dispel the gloom.
Every druggist sells them, or post
free 60 cents the vital, from Dr.
Williams' Medicine Co., 60,
Kingsway Road, Shanghai.
PINKETTES KEEP YOU
WELL.HUGHES & HOUGH
LIMITEDIMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS:

PUBLIC AUCTION.

The Undersigned have received
instructions to sell by Public Auc-
tion (for Account of the Con-
cerned), on THURSDAY,
the 3rd July, 1924, commencing at
2.30 p.m., at their Sales Rooms,
No. 8, Des Vaux Road, Corner of
Lee House Street,
Valuable Tenwood and Blackwood
Furniture, and Household
Sundries, &c., &c.Comprising:
Dining Suites, Chesterfield So-
fas, Arm-chairs (new), Tea Tables,
Tenwood Beds, large and small
Wardrobes, Dressing Tables and
Chairs, Washstands, &c., Side-
boards, Dinner Waggon, Dinner
Sets, and Glass Ware, Cutlery,
Carpets and Rugs, Electro-plated
Ware, Electric Reading Lamps,
Tenwood Screens, Blackwood
Tapesties, Marble-top Flower
Stands, Side tables and Cabinets,
&c., &c.Also
1 New Carpet size 3 x 4, 1 Piano
by Erard, 1 Piano by H. Hicks &
Son, Ltd., 1 Hall Clock (in good
condition), 3 American Ice Chests.
(Full Particulars from Catalogue).Terms:—Cash on delivery.
HUGHES & HOUGH, LTD.,
Auctioneers.
Hongkong, 26th June, 1924.PARTICULARS OF SALE
of the
Steamship "DERWENT,"
Now lying in the Harbour of
Hongkong
To be sold by
ORDER OF THE COURT
by
PUBLIC AUCTION
on Wed., the 2nd day of July 1924
at 3 o'clock p.m.
IN ONE LOT
by
Messrs. LAMMERT BROTHERS,
Auctioneers,
at their Sales Room, Duddell
StreetThe Ship is a British ship re-
gistered at Hongkong of 2410
tons Gross and of 1563 Registered
tonnage, I.H.P. 250. She has
accommodation for 12 first Class
Passengers, 20 Second Class
Passengers and 1063 Deck Pas-
sengers and is fitted with electric
light and was built for the
Thompson & Co., Sunderland
in 1879.
Length BP 331 feet overall
350 feet
Beam 36 feet
1 depth 25 feetThe hull and Machinery had
an extensive overhaul in Septem-
ber 1923 and passed Board of
Trade Load Line Survey at that
date.
The vessel is to be sold with
all such life boats, deck stores,
engine room stores, equipment
and fittings including mattresses,
pillows and linen as they are on
board the vessel.For orders to view apply to
Messrs. Lammert Bros., the
Auctioneers.
For further particulars,
Apply to Messrs.
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The Auctioneers,
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Hongkong, 26th June, 1924.

YOU'LL LIKE PINKETTES

they are so gentle in action yet so
certain in result—in brief "The
Perfect Laxative." Are you
troubled with constipation? Pin-
kettes bring easy and quick re-
lief. Are you bilious, liverish, head-
achy, "blue"? Pinkettes gently
stimulate the liver, remove head-
ache's causes, dispel the gloom.
Every druggist sells them, or post
free 60 cents the vital, from Dr.
Williams' Medicine Co., 60,
Kingsway Road, Shanghai.
PINKETTES KEEP YOU
WELL.

SERVICE TO NEW YORK. NEW YORK and or BOSTON via PANAMA.

For freight, space and particulars apply to

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MRS. H. MORITA.
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FAKE NEWS.

Irish Protest in 1824.
This extract is made from the
Times of 100 years ago:—
Hanged or Not Hanged.—The
following letter has been address-
ed to the editor of the Irish
Observer:—

"Sir,—A paper called the
Limerick Chronicle, which was
received in the county of Cork on
the 10th of April, stating that I
was hanged on that day, which
was the cause of great grief and
other inconvenience to my re-
lations, the O'Sullivan, in that
county. Now this is to request
that your Worship would be so
good as to allow me to say, con-
trary to anything that the Lime-
rick Chronicle may allege to that
effect, that I am not hanged, nor
was not hanged on that day: for
I am still alive and well, thank
God, though the Chronicle was so
good as to give my dying declara-
tion. Now, Sir, further to prove
that I am alive, I beg your pardon
to state that the paper, as I am
told which gave an account of my
execution at two o'clock, was
printed at eleven the same day;
and this, I think, is full confirma-
tion of the fact of my being alive,
seeing that the gentlemen of the
Chronicle newspaper could not
know at eleven what took place
at two. So, Sir, your humble
servant to command, Thomas
O'Sullivan, County Gal. Lime-
rick April 30, 1824.

"Notabene.—My first cousin,
Morty O—, went into mourn-
ing, and Judy, my aunt's sister,
was murdered with grief. See
what comes of fake news, sir."

PAGE OF NEWS.
Another of these century-old
extracts brings acute realization
of the difference between 1824
and 1824 in respect of the pace of
news. Rarely does anything hap-
pen-to-day which (provided it is
of sufficient importance) is not
reported in the next day's paper.
Lord Byron died on April 19,
1824; his death was first record-
ed in the Times of the following
May 13. The news had taken a
month to travel from Greece to
London. Nor will a month seem
excessive for the journey when
we recall the conditions of that
age. "A courier," says the quoted
article, "arrived yesterday with
the news from Missolonghi." On
the other hand—and this also is
worth thinking about—the com-
ments on Byron's character and
destiny made by the Times of
100 years ago are pretty much
what the most tolerant admirer
Byron might utter to-day.

There were individuals more
to be approved for moral qualities
than Lord Byron—to be more
safely followed, or more tenderly
beloved; but there lives no man
on earth whose sudden departure
from it, under the circumstances
in which that nobleman was cut
off, appears more calculated to
impress the mind with profound
and unmingled mourning.

Lord Byron was doomed to pay
that price which Nature some-
times charges for stupendous
intellect, in the gloom of his im-
agination and the intractable
energy of his passions.
Had he but died in battle against
slaves and infidels for a Christian
people struggling to be free, his
own fame would have received its
full consummation, and his
wishes, as is well understood,
their complete fulfilment.



TRAVELLING REQUISITES

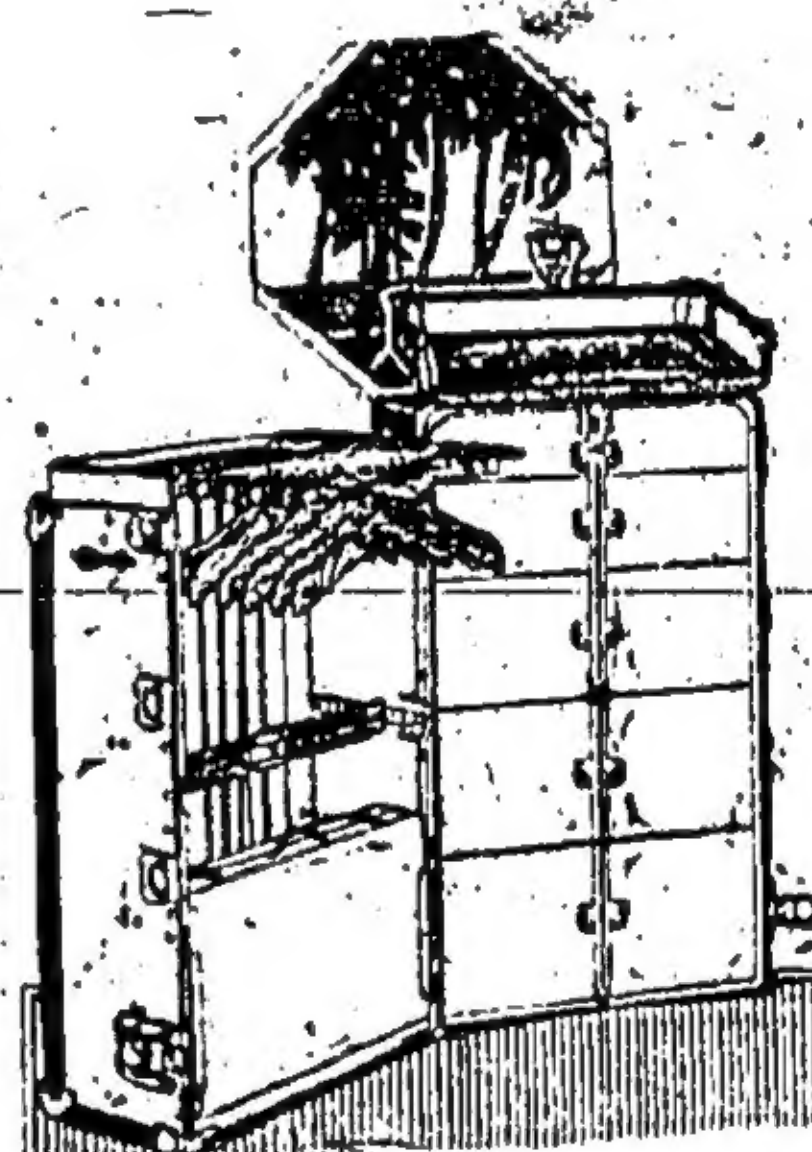
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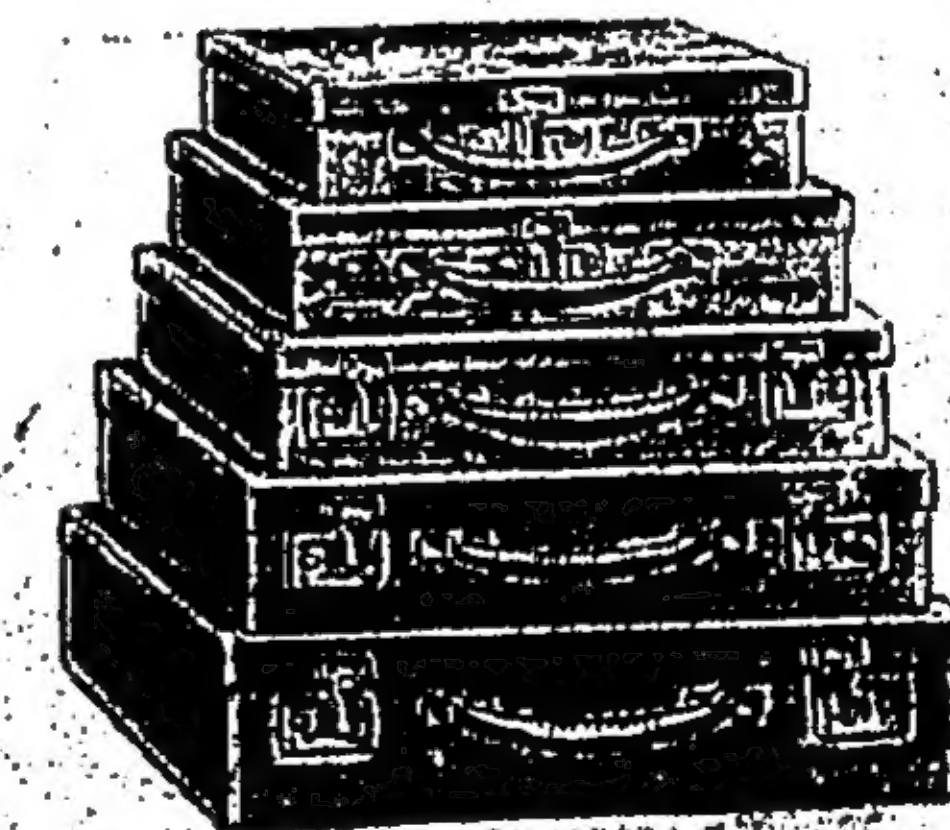
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good Advice**

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testimony to the
splendid results
achieved with

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Milk Food.**



A Hongkong
"Cow & Gate" Baby
aged 7 months
gains 19½ ozs.
in
14 days.

**Cow & Gate
Milk Food.**

The photograph reproduced below is that of a well-known Hongkong lady's baby. This sturdy and beautiful child, fed entirely on Cow & Gate Milk Food, gained 19½ ozs. in the short space of 14 days—a splendid tribute to the value of Cow & Gate Milk Food. Besides being particularly

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ing Babies in a
climate such as
ours, it has un-
equalled body-
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Babies

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EXTERMINATE THEM WITH BEETLE VIRUS.

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The Telegraph.

HONGKONG, 28th June, 1924.

RECREATION GROUNDS.

"Playgrounds for the people" is the new slogan of municipalities and town planners in all parts of the world. The provision of ample recreation space and of parks meets one of the first needs of mankind, and his children, and where commerce has turned the homes of the people into city tenements or flats, there arises a more urgent call for playgrounds. We observe the craving after better things in the almost pathetic manner in which city dwellers attempt to beautify their backyards, small grass plots, and window ledges with bushes and flowering plants which at best are an anaemic travesty of the real thing. This expresses the inner revolt against bricks, mortar, concrete, and asphalt surroundings. Of recent years the reaction towards open spaces and recreation parks has grown to large proportions, and the love for games, such as lawn tennis for instance, has also increased to a tremendous extent. We find, in England, a fresh agitation for greater playing spaces in London, and now facilities for games in the public parks are being arranged. In America the cry is for "a State park every hundred miles," and organisations are backing up this movement towards better recreation facilities, and even then they are of opinion that they are not meeting the full needs of the public who find the present provision (big as it is) insufficient.

In Hongkong there are various playing grounds, but those are not likely to satisfy the population of even another twenty years. When we make that statement we bear in mind the new provision projected and in course of being carried out. The children's playground at Kowloon will soon be inadequate, and there is talk of providing a larger tract at another, and less dangerous, spot. The seafront has been given up to the railway, so the opportunity there for a promenade has gone. The sports clubs on both sides of the harbour are finding their increasing membership a problem whenever a spell of fine weather draws people to the tennis courts. At King's Park alterations are in progress which will eventually place a fine area at the disposal of Kowloonites. Near Kowloon Old City, the Government is

levelling a large tract which will enable the Chinese population to have some recreation provision as well. Otherwise we are ill-served in this Colony with public playgrounds. The one and only resemblance to a park here is the botanical garden in Hongkong, and one has only to observe how Chinese through it, often coming in family parties for quite a long distance, to realise how much it is appreciated. The provision of playgrounds and parks tends in all cities to lessen the incidence of crime, and to raise the standard of health. The reason is obvious. We trust that it might never be said of this place in years to come that nobody had the sense to look ahead in a rapidly growing Colony. The present time, when further areas are coming into occupation in the suburbs, is a golden one for ensuring that ample open spaces for public use are reserved in perpetuity.

Old Age Pensions.

The Labour Government has done something for which the masses will no doubt be particularly grateful by improving the conditions under which the Old Age Pension may be secured. In the past, the pension has been open to all people attaining the age of seventy years, provided their means came to less than £49 17s. 6d. per year. If they were in receipt of this sum they were only entitled to one shilling per week, the scale rising until the individual whose means did not exceed £26 5s. 6d. got the full weekly pension of ten shillings. By the new Act, however, a man or woman may be in receipt of as much as £65 per annum and yet receive the ten shilling pension, whilst a married couple whose income is double that amount will jointly receive £1 weekly. It will thus be seen that very material benefits are conferred by the change in the law, and even these are later to be extended further by reducing the age-limit to 65 years and also by introducing a scheme for mothers' and widows' pensions. Under the old law there were, nearly a million people drawing the pension at home, and these, of course, will still receive it, many of them getting far more than they hitherto have done. We welcome this extension of the privileges of this beneficent Act, because we believe it will make happier the lot of many people who have reached old age without sufficient income to give them even the ordinary comforts of life. Measures of this kind help in some degree to lessen poverty. And from poverty revolutionary ideas freely spring.

On the Job.

They appear to get a good deal of fun out of politics in the United States. The Republican Convention passed off with due decorum, but the same can hardly be said of the Democratic gathering, which was marked by brilliant orations, bleeding noses, brass band interruptions, horn-blowing, a little diversion by means of a fire syren and cries of "Oil! Oil!" The most amusing part of the business to us is that all this "fun of the fair" should take place amongst a gathering, not of political opponents, but of members of the same party. What would happen were the rival Convention to hold a joint session we shudder to think. But we suppose it is all in the game. The Presidential campaign in America, which lasts for many months, is a grim business, and, as in a General Election in England, it is marked by almost endless oratory and plenty of mutual recrimination. We have an idea, however, that personalities are indulged in far more freely in the States than in our own plebeian elections. All that, of course, adds to the prevailing excitement, but, all the same, we can imagine many a worthy man eligible for the post of President declining to stand because of these and other factors.

A sudden gust of wind overturned sampan No. 3569 whilst under way from Yau-mat to the Chinese Merchants Wharf yesterday. Whilst the vessel was being righted, the mistress, who could not swim, clung on to a rope, but life was found to be extinct when she was pulled on board. The remains were taken to the Mortuary.

DAY BY DAY.

PEOPLE THAT HAVE NOTHING TO DO ARE QUICKLY TIRED OF THEIR OWN COMPANY.—*Jeremy Collier.*

The name of Mr. Robert Edward Hemmings has been added to the List of Authorized Architects.

It is notified that the name of the Extreme Orient Trading Company, Limited, has at rack off the Register.

A Chinese was drowned in a fall overboard from the harbour junk T1643H in Yau-mat breakwater yesterday.

His Excellency the Governor has appointed Dr. A. G. M. Soren to act as an Assistant Medical Officer of Health.

Capt. Bernard M. Morlin's A.D.C., who was injured in the bomb outrage on the Shamone, has now left hospital. He was to have left Canton for Hongkong last night.

His Majesty the King has been pleased to approve the appointment of the Hon. Mr. C. Montague Ede to be an Unofficial Member of the Legislative Council, during the absence on leave of the Hon. Mr. A. O. Lang.

The *Gazette* contains the draft of a Bill to amend the Opium Ordinance. The opportunity is taken to make £250 the maximum penalty for refusal by a revenue officer or police officer to produce his badge. It seems unnecessary to give a power to imprison without the option of a fine.

A Chinese quartermaster of the s.s. Ben Lomond was fined \$500, or six months' imprisonment, at the Kowloon Magistracy today for being in possession of 100 rounds of ammunition. Another quartermaster from the same vessel got a like sentence for having 99 rounds in his possession.

The foreman in charge of blasting operations at Shamshui was charged this morning with taking insufficient precautions, as the result of which a Chinese standing in the door of his shop 100 yards away had his leg broken with a piece of flying stone. Defendant was fined \$100, or two months, and ordered to pay \$25 compensation to the complainant.

Three masters of junks were charged at the Marine Court this morning with dumping rubbish into the Harbour with out permission. One failed to put in an appearance and his bail of \$50 was exonerated, a second was fined \$25 and a third pleaded that he had anchored after his coolies had finished work at five o'clock. They had not emptied the boat when they stopped work. The case was dismissed as not proven.

The *Gazette* points out with reference to Government notification of the 22nd February, 1924, in which it is notified that passengers to Indo-China, whether visiting the country or in transit will not be allowed to disembark at any port unless their passports have received the visa of the French Authorities at the port of embarkation, that the Government of Indo-China have given notice that in future British passengers will be allowed ashore during the stay of their vessel in any port in Indo-China, whether they have obtained a French visa or not, provided they possess a valid British passport.

Mr. E. A. Carvalho, who recently retired from the post of Cashier at the Treasury, after 42 years' continuous service with the Government, was, with his wife, last night entertained to a farewell dinner at the Club Lusitano prior to his departure for Europe by the P. and O. liner *Moroca* to-day. The function was largely attended, and the President (Mr. A. F. B. Silva Netto) proposed the toast of the guest of honour, dwelling on his long and honourable career in the Government's service and his association with the Club for about forty years, mentioning that at the last annual meeting he was made an honorary member. Mr. Carvalho suitably responded. Speeches were also made by the Consul General for Portugal and Mr. F. P. X. do Soares. After dinner the party adjourned to the hall, where a musical programme was greatly enjoyed.

Bulls and Inners

□ □ From the Office Butts. □ □

The O. B. I. is this week bestowed upon Mr. Noel Inston Brower, who, at the Criminal Sessions, exhibited wonderful self-control in dodging a highly explosive *four pas* which would have undoubtedly resulted in the following debacle:—"This man did not want to kill the goose that laid the fatted calf."

According to an American who was to lecture in Hongkong, the Millennium has already arrived. We thought so last week when we heard of a Peakito who gave up his seat in the tram for a lady.

After a visit to Repulse Bay, we've come to the conclusion that lots of our bathing girls don't care a rap.

An American University has a course on "Use of Telephone." Why go to college to learn how to cuss?

The Chinese language has only about 15,000 words. Trouble about learning it is that none of them are English.

Worst thing about being a doctor is that you're liable to be called to the bedside of somebody who owes you a big bill.

The *China Mail* reports that the mast of the wrecked *Yahiko Maru* is showing within two or three miles of Lat. 110.55.00, which is approximately 1,200 miles beyond the North Pole.

"Impudent Robbers," says a local newspaper poster. Quite doggy.

Bob Wright, the stowaway, seems to bob right up very time.

About the only workman we should like to have as a close friend in the Calcutta sweep.

Naturalists say that wild life is rapidly disappearing. That isn't the fault of some of our Hongkong "jads."

Dresses may be a little shorter, but you've still to go out on a bathing picnic to know who are really knock-kneed.

What with the new names given to soft drinks and the growing use of radio terminology, the English language will soon be a complete wreck.

Bad news for barbers.—Russia has a Poets' Union of 7,000 members.

Every man believes in trial by jury until he is summoned to serve.

From the *Daily Press*. "By bringing the RIDER MAINS into operation in ALL DISTRICTS starting from WEDNESDAY, the 35th. inst." As the 34th. inst. corresponds with the 4th of July, according to the American calendar, it is perhaps somewhat far-seeing to anticipate a shortage of water on the day following the celebration.

Some people seem to think that a hotel is the place in which to drink a lot of water just because all they have to do is to ring for it.

Advice to baseball players: Just because you get your base on dead balls don't think you are making a hit.

A Home paper refers to the Hongkong section at Wembley as a place where "tiffins and omelette can be eaten." It is, of course, advisable that they be consumed together.

It is declared by some of the Democrats that prohibition may be having the American Constitution. We always thought wood alcohol unhealthy.

"The Roofless Tenants" says a *Post* heading. Looks as if he required hospital treatment.

No head is really empty. If there are no brains, all available space is taken up by prejudices.

Our poor public servants. According to a police report, some one took the number off a Sanitary Inspector and used it on a car.

Judging from the run of shoot-the-dragon in Shanghai, their struck her as being a nice young A.D.C. must be feeling the effects of competition.

Hasn't the man saved up yet for that motor-bike marked "Sold?"

When it comes to getting a siren for our car, we prefer a blonde one.

A word of warning to the authorities: Our Mixed Grill has not yet been tested against pirates.

Proving you can get used to anything, the Home Government no longer takes notice of a defeat.

You have to buy a newspaper to find out that land has slumped. You never learn of it when renting a house.

The first broadcasting set, you will remember, was made from a rib.

Looked at from any angle, mud thrown is ground lost.

Kowloon pedestrians have a right to walk to the road. For that matter there is no specific provision in the law against walking off a roof.

Yes, some of the whisky we got nowadays is aged in the wood—the wood being supplied by the undertaker.

It's the fashion nowadays to yell "poison" every time you get a pain in the tummy.

These young lads shining their looks won't be so keen about the glistening effect when the upper deck is nude.

All men are born free and equal, but some of them marry twice.

Some of these would-be drivers at Happy Valley are pretty near dead.

Ever notice how most of the hard cash is in soft hands?

Judging from the newspapers, folks are divided into two classes, the careless and the careless.

"Stone Fence" is the name of a new American drink. We suppose it's difficult to get over.

When we read the heading "Reported Canton Miracle" in a local newspaper we thought an understanding had been reached between the Government and the people.

The landlord who had to pay the occupier of his house \$620 is now beginning to realise what it feels like to be a tenant.

Lots of Hongkong folk look odd in trying to get even.

Singing will prolong life, says a musician. Depends when and where you try it.

One thing about the successful prize fighter, he gets lots of exercise counting his money.

A woman can make a fool of nearly every man, provided nature hasn't got a start.

You can always judge a man from the cigarettes he doesn't smoke.

The modern definition of aristocrat: A skilled workman who wears his Sunday clothes on week-days.

The man who knows all invariably turns out to be a bachelor.

A returned missionary tells us that there is an island in the Pacific peopled entirely by women. A missionary settlement.

A woman can do almost anything with a hairpin except fix her hair.

Hot weather provides a bona fide excuse for laziness.

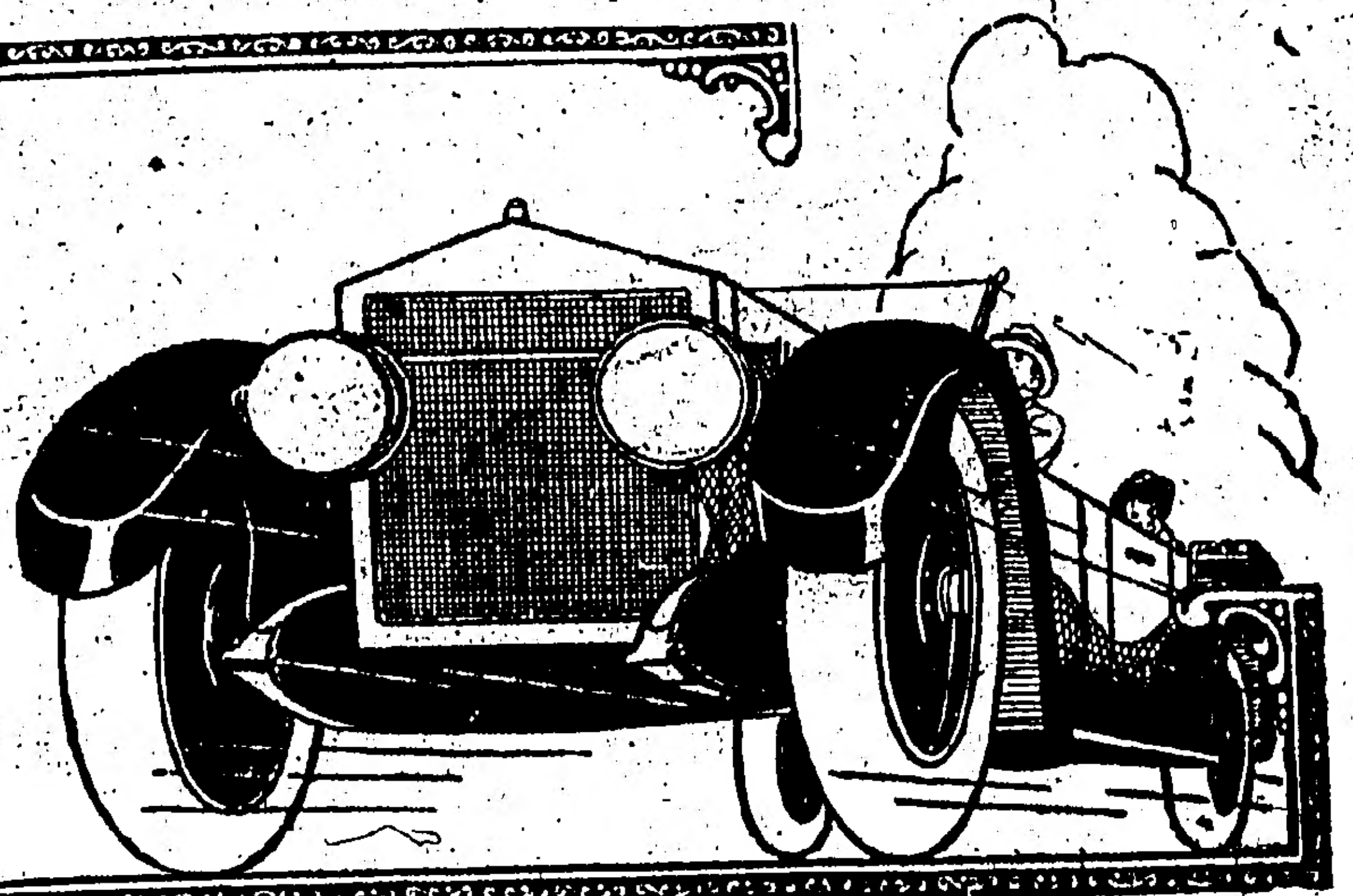
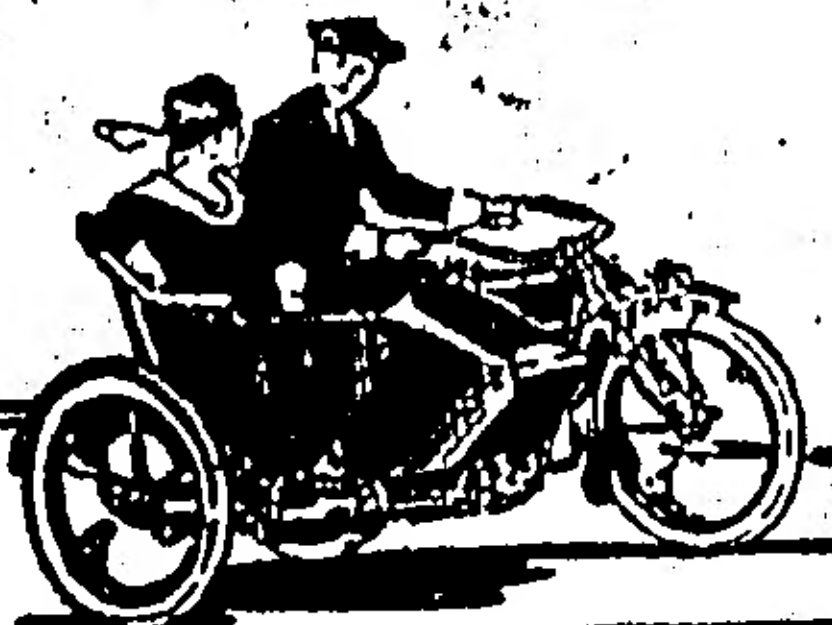
Faint light has won more fair ladies than faint heart.

In a Home court the other day the lady in the case said that before marriage her husband struck her as being a nice young man. Naturally he was being tried for assault.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, the 28th. June, 1924.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

There is at least one motor cyclist in this Colony to whom the word "treacle" is anathema just now. What happened was this: This knight of the wheel (a one-lunger, but trusty old mount) was merrily allowing the engine to cough him back to Hongkong from Repulse Bay on Saturday afternoon last and was just this side of Aberdeen when he struck—not oil but treacle. The workers at the soy factory at this spot had been carrying baskets of molasses or what looked like it, from the factory to the sea-shore, and from those baskets had dripped the treacle. A wide "treacly" pathway ran across, and down the road, and the motor cyclist afore-mentioned had the bad luck to strike that pathway at the point where the treacle was thickest. A sither, a fruitless attempt to straighten up and the motor cyclist was, with his machine sliding along the sticky way. And a horrid mess it was. Not only had the treacle stuck, as all treacle will, but there was a skinning of elbows and knees. An almost hopeless attempt was made to wipe the treacle off clothing and bike, but there was nothing for it but to ride home, silently inventing new works of the category that never get printed. A sticky end in all truth.

But there is something more than unfiled slapstick comedy in the incident. It is decidedly dangerous to allow a stretch of a much-used roadway for well over 100 yards to be covered with a substance which will render any motor vehicle to skid. If two cars travelling in opposite direction were passing at the spot a very serious accident might easily ensue. Our Traffic Police know of the matter, because two of them had to go over the spot on cycles and sidecars and afterwards confessed that their power wheels simply failed to grip. Surely it should be possible to make these soy factory carriers either use receptacles which would not leak or to keep to the extreme sides of the road. At present the place is a distinct danger spot and one that ought to be remedied as soon as possible.

The following have joined the Hongkong Automobile Association since we published the last list:

M. F. Key
Chan Tong
Wong Kam Pui
H. A. R. Couant.

At the annual meeting of the Singapore Automobile Association, held last week, the Chairman made a great point of emphasising the desirability of drivers possessing a proficiency certificate issued by the Association. We don't know under what conditions the Singapore authorities issue drivers' licences but the possession of a driver's licence in Hongkong always connotes that the possessor has been tested by the police. Especially is this so if the vehicle happens to be a public hire vehicle or heavy lorry, for a very strict test is now being applied before a licence to drive is issued. We cannot help but think that a test by a public authority such as exists in Hongkong is much to be preferred to a test by a private Association, and our Singapore

friends would be well advised, we think, to follow the Hongkong method. There has been a lot of grumbling in the past about our police tests, but the fact remains that the system has worked to the very great benefit of motoring here as a whole.

During the past week, the Hon. Mr. H. W. Bird, President of the Hongkong Automobile Association, has returned to the Colony from Home, where he was in charge of the construction of the Hongkong section of the British Empire Exhibition.

Dairy Farm Hill, just beyond Pokfulam, which was so recently put into splendid condition, is in danger of getting bad again. There are lots of pot holes, some big and some small, and quite a number of ruts. Before matters got too bad, our Roads Department ought to give this stretch of highway a little attention. To parody a well-known proverb: A patch in time saves nine.

Looking through the special supplement of the London Times devoted to the British Empire Exhibition, recently arrived, the writer of these notes was struck by the large number of advertisements relating to British motor cars and the emphasis laid by makers on the fact that their cars are "Empire" models. To quote a few: "A powerful, sturdily constructed light car eminently suitable for Colonial work" says the Glynos Car manufacturers. Of the Austin it is claimed: "In every sense 'the Empire' car." The Austin is giving yeoman service in the four quarters of the globe. Of the Morris it is said: "A car for the Empire, the Empire's car." Of the Bean it is advertised: "A British built car for Overseas service. Built specifically for Overseas service." Of the Vulcan vehicles it is claimed: "The Empire linked by Vulcan vehicles." Of the Arrol-Johnston it is said: "Here is a British car, expressly designed for economical motoring, both at Home and Abroad." The makers of Humber cars advertise: "British cars for British subjects." And so one could go on giving manufacturers' slogans. But of all the cars above-mentioned (excepting one) where and who are the Hongkong agents? It's all very well for manufacturers to "boost" at Wembley the suitability of their products for overseas service but unless they have active agents in overseas ports and until they conduct a better publicity campaign in the overseas markets (the places where cars are to be sold and used) then we are afraid that their overseas sales will remain very much at the present low level. American cars have been sold all over the British Empire not only on account of their comparatively low cost and high engine power, but also because of the service rendered by their local agents everywhere. If a Hongkong resident wishes to buy either a Glynos, an Austin, a Morris, a Bean, a Vulcan, or a Humber (to mention only those given above) he has to become his own importer and the sufferer of all the consequent delay and inconvenience. It is so much easier to buy an American car, and that is one of the main reasons why so many American cars are bought.

CORRESPONDENCE

A DANGEROUS PRACTICE.

Sir.—On several occasions recently, I have been the victim of Chinese urchins who seem to think that passing motor-cars present an excellent target for all sorts of missiles.

Yesterday evening (Thursday) whilst passing along the Lai-Chi-Kok Road, a piece of iron bar was thrown at my car, which had it struck one of the occupants, would have inflicted a nasty injury. I realise that it is difficult for the police to catch the culprits, but I would suggest that in the event of an arrest, heavy punishment be meted out as an example to other offenders.

Shall be glad if you will kindly publish this letter in your motor section.

Yours, etc.

V. A. YVANOVICH.
Kowloon, June 26th.

ENGLISH FORD COMPANY.

MANCHESTER FACTORY TO PRODUCE 30,000 CARS THIS YEAR.

The Manchester plant of the Ford Motor Company of England Ltd., the largest automobile factory in the British Isles, will produce approximately 30,000 cars during the year 1924, according to a recent report.

The English company, formed in 1910, began operations in a small factory near London where 570 cars were turned out in the first year. The factory was moved shortly afterwards to Manchester, forming the nucleus about which the present mammoth plant employing 2,200 men has developed.

While the company was originally dependent on the Ford Motor Company in America for parts, the new plant includes on its 316,924 square feet of floor space complete up-to-date automotive production machinery for every important unit. Thus the English Ford car, originally a combination of American parts and British assembly, is now 95 per cent. British, both in manufacture and materials.

Since its inception thirteen years ago the Manchester plant has grown to be the largest Ford plant outside of the United States, and it is estimated has directly and indirectly given employment to 20,000 British workmen.

200,000 STUDEBAKER LIGHT-SIX

The fourth anniversary of the Studebaker Light-Six was celebrated in May by the production of the two-hundred-thousandth car of this type. The first Light-Six, a touring car model, left South Bend factories on April 30, 1920. Actual shipments followed early in May. In the four years that have passed, the Light-Six has attained an enviable reputation for fine performance, sturdiness of construction and economy of operation. Numerous Light-Six records have been established during that time. Few weeks pass without some new accomplishment being added to the list of Light-Six achievements.

BRITISH EMPIRE EXHIBITION.

MOTOR CYCLES AND CYCLES.

From some points of view the motor cycle and cycle exhibits at Wembley form the most interesting group in the mechanical transport section. For one thing, the mechanism of a motor cycle is visible, whereas that of a complete car or commercial vehicle is not. Also the motor cycling enthusiast, with a selection of machines before him, generally has sufficient mechanical knowledge to draw his own conclusions without the assistance of salesmen, while many car owners, even if they saw the bare chassis of the vehicles, would not be equally qualified to do this.

The exhibit organised by the British Cycle and Motor Cycle Manufacturers' Union is well and compactly arranged, and includes examples of nearly all the best known machines: such as, for instance, the Triumph, A. J. S., Royal Enfield, Douglas, Matchless, Humber, Rover, Sunbeam, P. & P., James, Scott, and so on.

THE STRENGTH OF THE INDUSTRY.

The exhibit, of course, is not so impressive as regards size as will be that staged at this year's Cycle and Motor Cycle Show at Olympia, which will be held from the 3rd to the 8th November and will be under the patronage of His Majesty the King. There the visitor will be able to see some three miles of exhibits comprising the productions of over three hundred firms, 95 per cent. of whom are British. At Wembley the exhibit is condensed and is, of course, wholly British, but the percentage just mentioned brings home the fact that in this industry British manufacturers continue to hold the field and even to strengthen their already strong position. In many Overseas markets, the ground they lost temporarily during the war has been rapidly regained, and in the others the tendency is all in the right direction.

Recently, British machines have put up some wonderful performances. For example, a couple of months ago a 1,000 c.c. British motor cycle beat a 20,000 c.c. foreign racing car with some notable successes to its credit, on even terms, the second half of the race being at an average speed of

over 108 miles an hour. Another all-British machine of only 350 c.c. capacity has to its credit an official record of over 101 miles per hour. "The Motor Cycle" points out that, while 500 c.c. machines have attained this speed, they have not done so in any case for a distance demanded to qualify them for an official record. This paper is, by the way, presenting a cup for the best performance by an Overseas Empire rider in this year's Tourist Trophy Race, which, I am told, has attracted a number of Overseas riders, including several from South Africa.

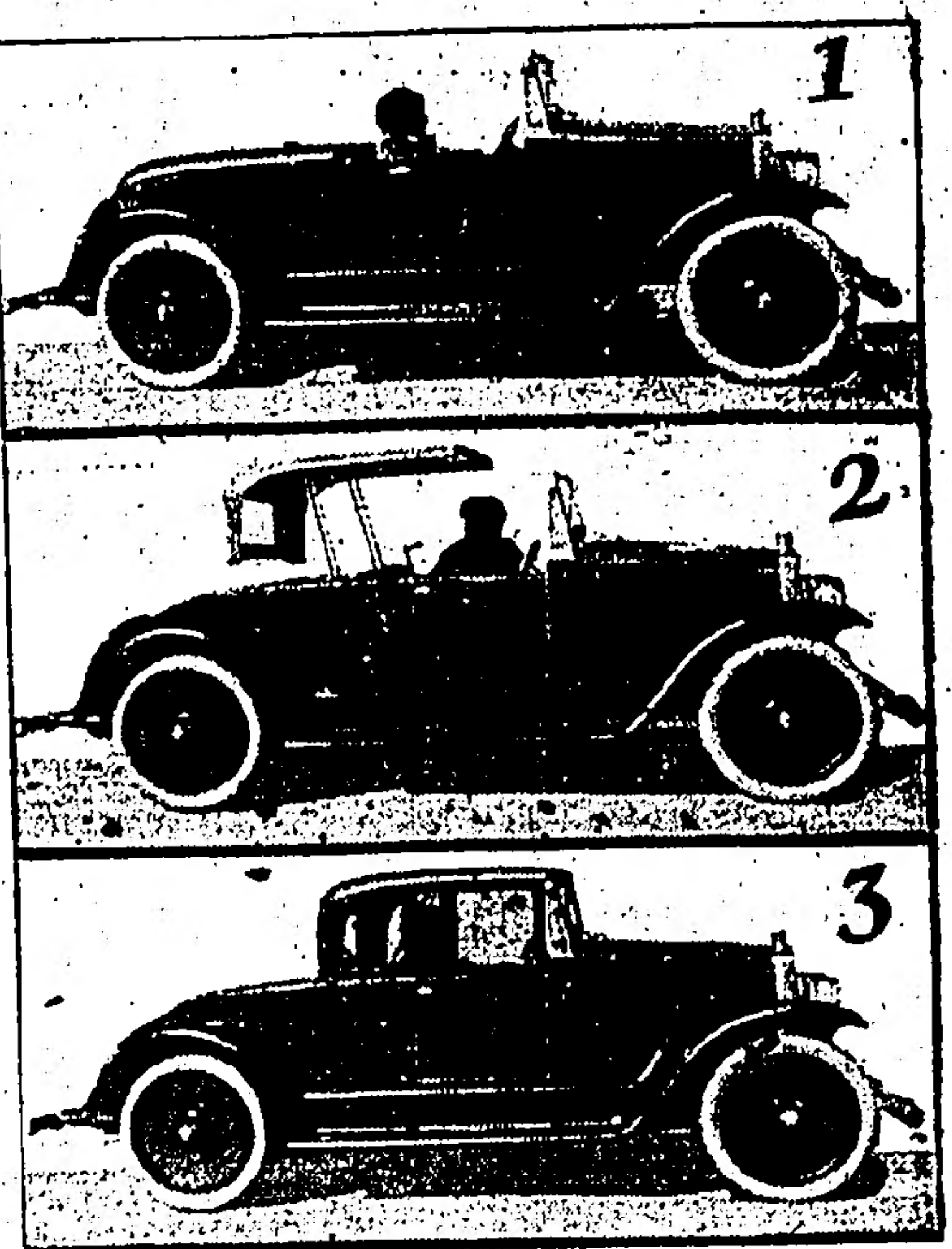
SOME TYPICAL EXHIBITS.

Reverting to the Wembley exhibits, the most obvious general tendency is the practically universal adoption of chain drive. On their stand in the Ealaco of Engineering Messrs. Hans Renold are exhibiting a film showing the development of the cycle from its very earliest stages right up to the most exciting moments of the motor cycle Tourist Trophy Races of last year. The Renold chain has for some time past been standard on such machines as the Ariel, Enfield, Humber, James, Rover, Sunbeam, Swift, and many others.

At Wembley there are no less than six Triumph exhibits in the Motor Cycle Section. These include the 4.99, Triumph Super-Combination, the 5½ h.p. de Luxe, combination, the fast roadster, and the 3.46 and 2.49 Triumph motor cycles. The former embodies unit construction of the engine, gear and clutch, and has a three-speed gear and chain transmission. The price, when equipped with electric lamps and a horn, is £69. The lightest Triumph has a two-stroke engine and two-speed countershaft gear and clutch, and sells similarly equipped at £51.10.0.

Next, as regards number of exhibits, comes the A.J.S., of which five examples are shown. Three of these are combinations, ranging in power from 7 h.p. down to 2 h.p., and in price from £125 down to £77. In addition, there is the 27 p.h. racing machine with overhead valves priced at £65, and the roadster of similar power priced at £52. Messrs. A. J. Stevens report that the demand both at Home and Overseas has been phenomenal and without intermission during what is usually the slack season of the year. The result has been delay of deliveries, as a consequence of which steps have been taken to increase the capital of the Com-

COUPE OR ROADSTER.



One, two, three and your roadster can be converted into a coupe! This is made possible by the movable top invented by B. B. Ellerbeck of Salt Lake City, Utah. As a roadster the top is down and out of sight. The turn of a crank raises it and fits it against the side curtains, producing a closed car.

pany with a view to enlarging the Works.
Next comes the Royal Enfield with four exhibits. One of these is the 8 h.p. sidecar combination with three-speed gear, hand clutch, kick starter, and coach built sidecar, marketed at the very moderate price of £95. In addition, two models of the machine are shown. Of the handbar controlled clutch and former, one is an open-frame kick starter, and sells at £51.



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A. J. Allisford, Service Manager.

AFRICAN MOTOR CYCLE POLICE.



Here is a typical policeman along Africa's "Gold Coast" taking a part of his family out for a little ride.



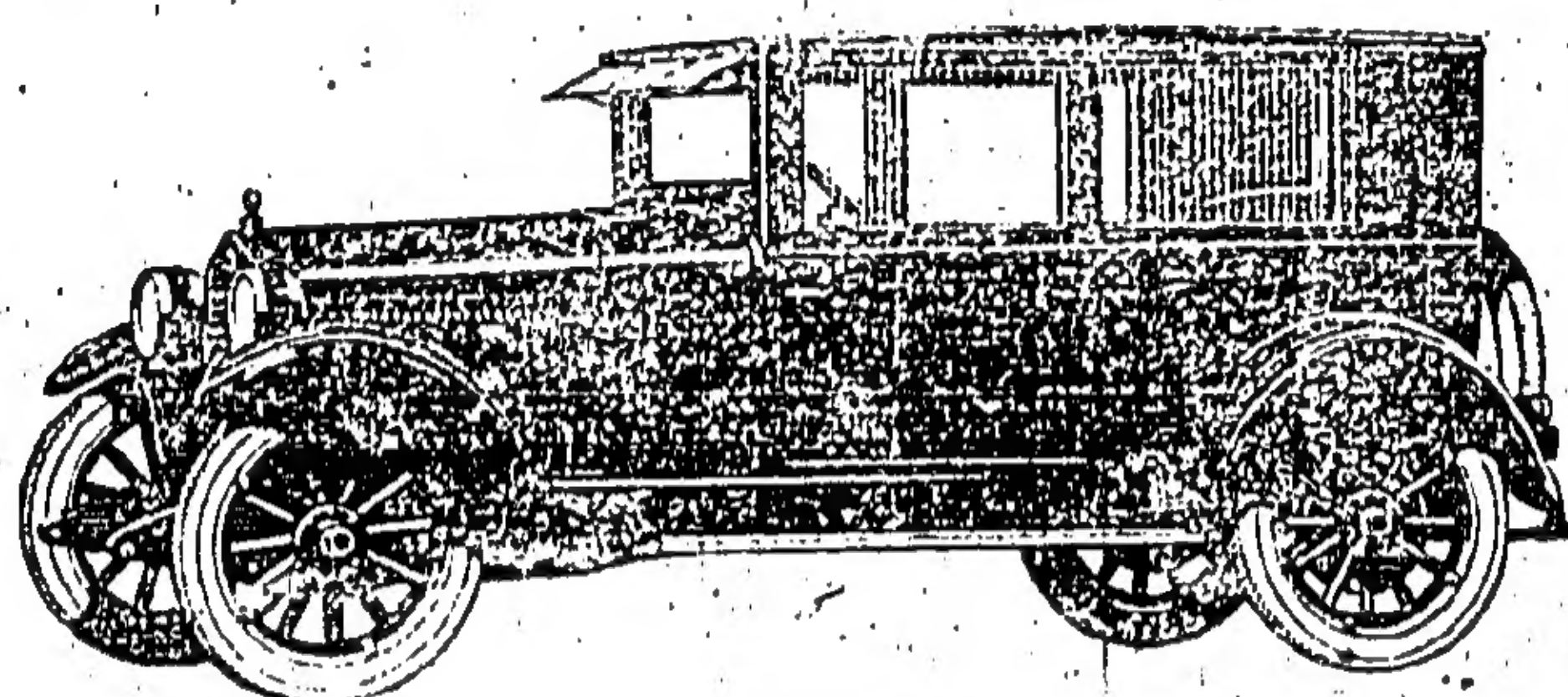
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The S.S. "Telamon" arriving on the 6th. July, will bring us a consignment of 2 of the famous British-built "GARNER" 2-ton truck-chassis, equipped with pneumatic tyres,

and

The S.S. "Glensheil" arriving on the 24th. July, will also bring one 24-passenger British-built Bus. English pattern, complete with body and also equipped with pneumatic tyres.

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AUSTRALIAN VIGILANTES.

With the object of educating and controlling inconsiderate users of the road, including not only motorists, but drivers of all kinds of vehicles the Royal Automobile Club of Victoria, Australia, has organized a vigilance corps, to operate throughout the State. The members of the corps who already number about 130, report to the

secretary about the following violations of the traffic rules: inconsiderate or reckless driving; driving on the wrong side of the road; failure to slow down when passing stationary tramcars; neglect to signal when stopping or turning; passing over roads, without slowing down or sounding the horn; holding the centre of the road when meeting or passing traffic; drivers under the influence of drink.

TAKE YOUR TIME.

A SOUND ALL ROUND MAXIM.

We get an enormous amount of motoring correspondence, writes Capt. S. de Normandie in the *Daily Chronicle* and, despite the trouble, we love it. It shows you are interested—and we are interested to know you're interested.

But this week of grace we have received the Prize Letter—one of eight and a half pages from a fair reader at Plymouth, who is about to take possession of her first car.

Tis a lack of Fortune that Plymouth is so many miles from "Daily Chronicle" Square at London town, else would a Practical Lesson be easier than the answering of this epistle, and, perchance—well, one never knows, does one?

But, my fair reader, for your last query I give you more than normal thanks. It gives me subject matter for to-day's article.

A MASOOT PHRASE.

You query me, "Is there one 'catch phrase' you can give me which should ensure safety in motoring in all circumstances?" (In reality you write "under all circumstances," but I should get ticked off by the Chief Composer if I wrote that—other than in these brackets).

Well, fair lady of Plymouth Town, your query has set me a-thinking. It puzzled my pate as wooing the fair goddess of slumber. You have raised a point which is worthy of careful thought.

And my answer? So be it you want me to give you a Masoot Phrase of protective value, I can think of nothing better than advising you to "Do everything without undue hurry."

Perchance I disappoint you? You would have me give you some verbal aphorism of classic composition? Nay, 'tis beyond me, yet in those simple words, I think you will find Practical Protection against the dangers of the road.

"Do everything without undue hurry." 'Tis no bad a phrase, fair lady—in so far as practical considerations are concerned. Shall we take it as a Commandment, and see how it conducts us—you and me—on a trip on that new car through the Spring beauties of Devon's lanes?

The engine "ticks" over, very nicely, doesn't it? Did you write Eight Pages to Mr. Morris, or do they all run so nicely? Yes, first gear now—no hurry—and clutch in gently, still in accord with our motto.

Ah no! You mustn't poll the steering right over like that. You have the road to yourself. Take 20 yards to move out from the side to the centre. It's 80 per cent. less strain on the steering gear.

You changed into second very neatly. Now for the top—a short pause in neutral, and gently but firmly into the top-speed notch. That's it—and now no under hurry about acceleration.

KEYNOTE TO SAFETY.

We take the next to the left, do we? All right—no undue hurry about it. Let her slow down gently of her own accord. Now steer gradually towards the left of the road. Round you go—minimum, steering effort consistent with keeping on your left please.

You'll have to change into second for this hill. The agent said she could do 30 on second? Agents say a lot more than their prayers! Where's the hurry? What's wrong with 18 m.p.h. or 20 on a hill like that?

You see, the motto will save you a lot in repair and maintenance bills as well as providing a Keynote to Safety. It's a cruelty to engines to let them tear their hearts out on low gears—especially on now cars.

We turn to the right now, do we? That's one of the most important cases for my motto. Slow down gradually and steer gradually towards the right-hand side of the road. Don't forget—that's right, arm well out. And what a faint signal it gives! Pardon? Did say danger signal? Yes—see, here's a steep hill down.

There's no undue hurry. Keep her slow at the top and slow all the way down. Gentle braking is safer and cheaper than sudden braking.

And here we are back home again. That's right—always slow down gently. Will I come in and have a cup of tea? I would be jealous. But you won't forget the motto, will you? You'll find it hits the nail on the head every time. Au revoir!

MOTORING ACROSS DESERTS.

OPENING UP ANCIENT COUNTRIES.

How the running time from London to Bagdad has been reduced to eight days, and how the Holy Land and the scenes of other ancient Oriental civilizations have been opened to tourists by the motor car, was interestingly told by Mr. Coldwell S. Johnson, of the General Motors Export Company, recently.

Camels, the ancient ships of the desert, which have held sway for more than 3,000 years, are being replaced by motor cars, which add many factors of safety to the advantages of immeasurably greater speed. A route recently established across the Syrian desert from Haifa and Beirut to Bagdad for mail and transportation purposes, by the use of Cadillac cars reduces the running time for a distance of nearly 500 miles to two days. Prior to the establishment of the new mail route, the journey by camel travel consumed from seven to eight weeks. The motor route brings within quick and easy access to tourists the ancient ruins of Baalbek, Palmyra, Babylon and other ancient cities.

The drive is taken straight across the desert. Trails are frequently ignored and the hard surface of baked mud makes possible a speed as high as 70 miles per hour. At night direction is determined by the stars. The Cadillacs carry a gasoline reserve of 75 gallons in tanks on the running board. Arab bandits, mounted on fleet horses, are out-generalled by the high speed of the cars. Plans are being made for extending the route eastward from Bagdad to Teheran, Persia.

DERANGING A MAGNETO.

A DEMONSTRATION BY GRINDELL MATTHEWS.

During mail week *The Motor Cycle* witnessed an interesting and convincing demonstration of a method invented by Mr. H. Grindell Matthews of transmitting electrical energy by means of a projected ray, which acts as a conductor of the energy itself. It is not claimed by the inventor that there is any commercial value in his scheme, the chief use of which would undoubtedly be for offensive or defensive purposes in war.

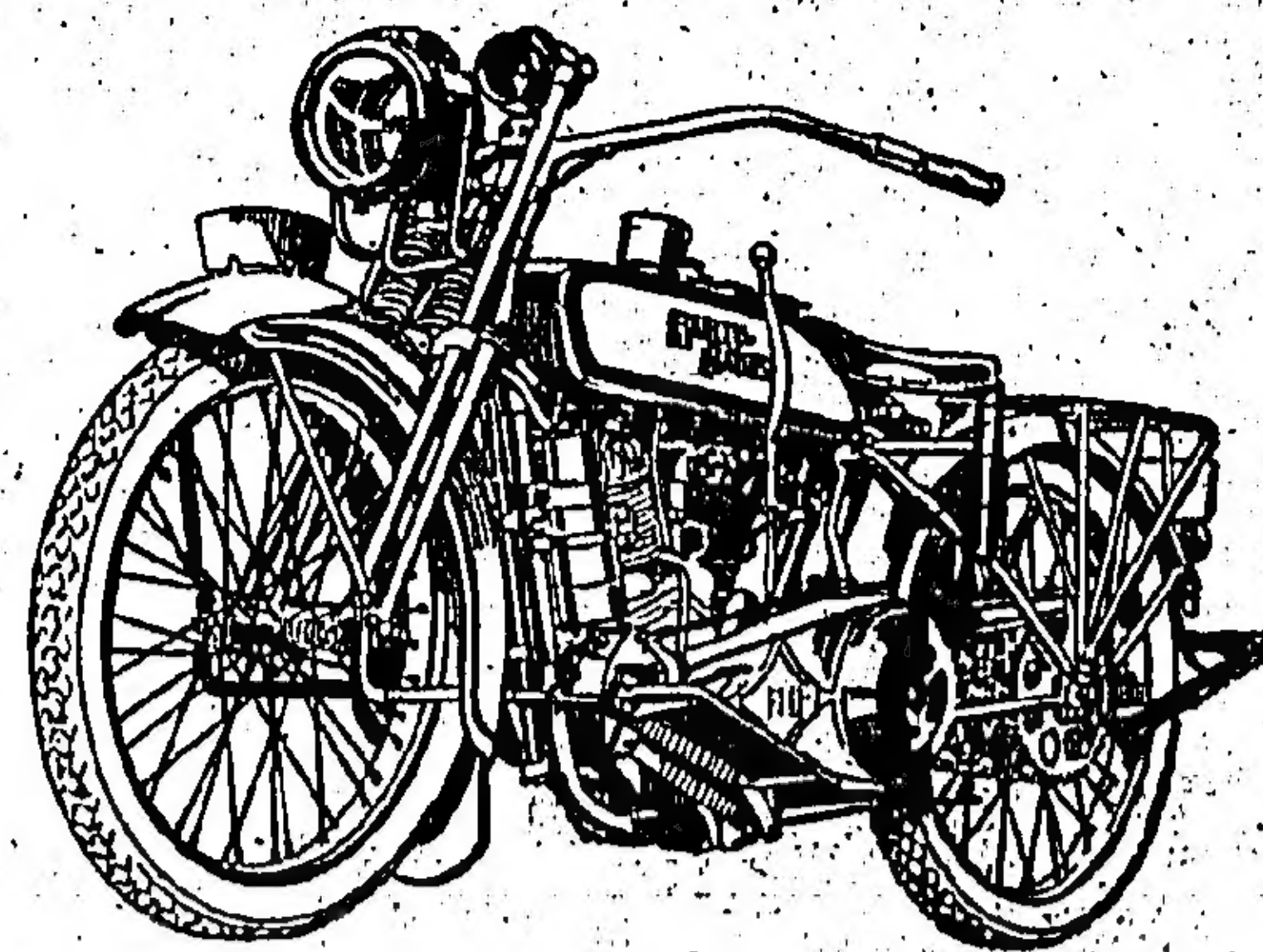
As the system is not of a nature that can be patented, and as its value for war purposes would be destroyed if an explanation of it were given, it is not possible to do more than describe the effects which were produced by it in the presence of a representative of *The Motor Cycle*. An Auto-wheel was placed on a bench in the inventor's laboratory, and the writer was invited to examine it thoroughly with a view to assuring himself that it was in every way a standard article with no concealed ignition switches or similar devices.

Having satisfied himself that the Auto-wheel was standard in every way, he arranged that when the engine had been started it should be stopped by the invention when he raised a hand, and that on lowering the hand the high tension discharge should be cut off, thus allowing the engine to fire again, provided that it retained enough momentum. The engine was accordingly started, and when it had attained a good speed, the writer raised his hand: the engine at once ceased to fire. Before it lost all its momentum a downward wave of the hand was immediately answered by the inventor switching off his apparatus, and the engine at once fired again and gathered speed. This process was repeated several times, being occasionally varied by stopping the engine entirely.

Of the ability of the inventor to stop an internal combustion engine by means of his system of power transmission there can be no doubt, and what a faint signal it gives! Pardon? Did say danger signal? Yes—see, here's a steep hill down.

The demonstration was, it is true, carried out in a laboratory, but the apparatus was at least 45 ft. from the Auto-wheel and its magnets, and the inventor is about to continue his experiments over much greater distances. The power involved was in the neighborhood of one kilowatt, or rather more than one electric horse-power.

HARLEY DAVIDSON

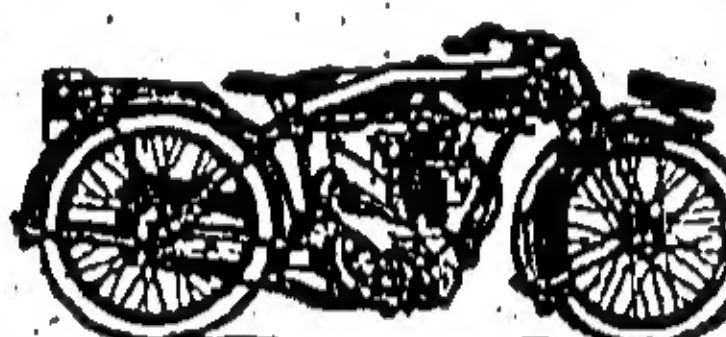


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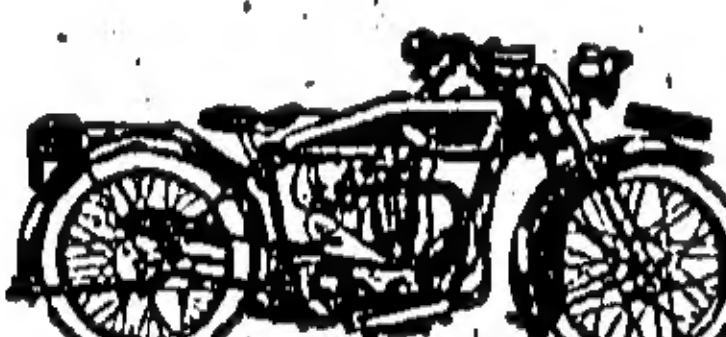
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IN NAME AND REPUTATION

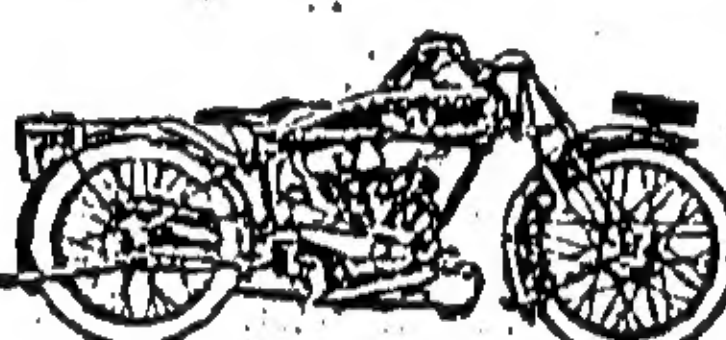
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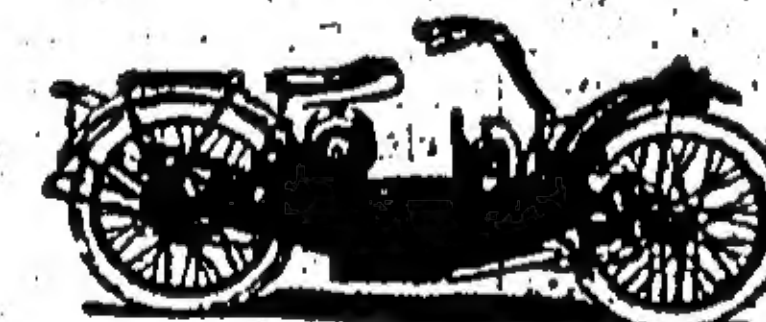
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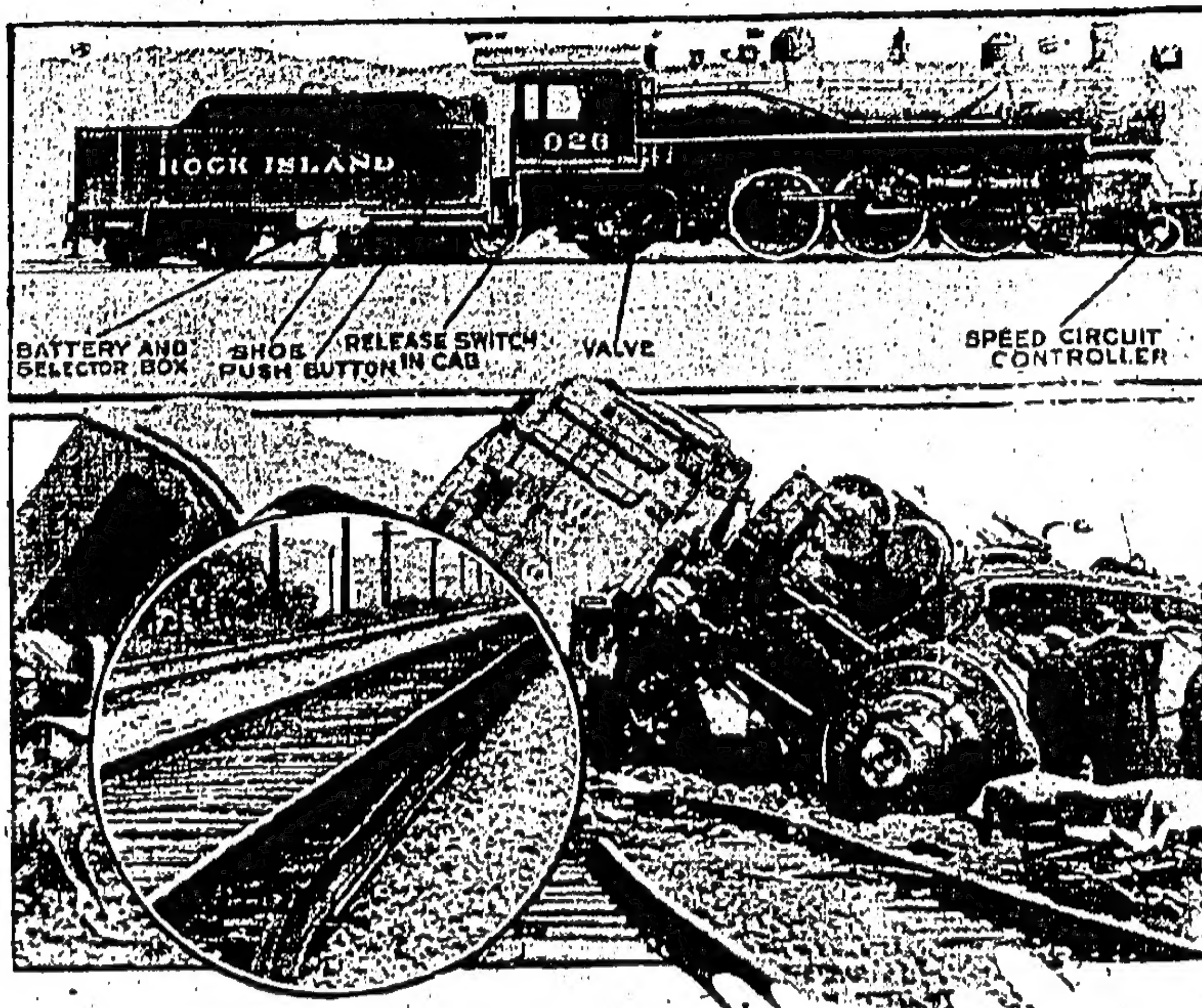
Firms desiring to avail themselves of the publicity facilities presented through this supplement are requested to send copy not later than the Wednesday preceding publication.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 28th. JUNE, 1924.

MAKING TRAINS WRECK-PROOF.

Scheme to Cost Hundred and Fifty Million Dollars.



WRECKS (LIKE THE ONE SHOWN IN THE LOWER PICTURE) WILL BE AVOIDED BY AUTOMATIC BRAKE CONTROL SYSTEMS. BRAKE DEVICE IS ATTACHED TO TENDER AND ENGINE (UPPER PICTURE) RAMP, BY WHICH ELECTRIC IMPULSES ARE TRANSMITTED TO THE LOCOMOTIVE (SHOWN IN CIRCLE).

Mechanical devices are being installed on three-fifths of the railroads in America in an effort to make them wreck-proof.

By order of the Interstate Commerce Commission 49 of the largest railroads must have an approved system of automatic train control installed on their 150,000 miles of track by January 1st next.

First cost of installing this system has been estimated at \$150,000,000 for all the roads affected. Cost of maintaining

the devices would be about \$15,000,000 more annually.

Automatic train control furnishes the missing link between roadside block signal and the train. It makes train running proof against human error by working air brakes automatically in case of danger whether the engineer sees the red signal or not.

The wreck of the Twentieth Century limited near Erie, last winter, would never have occurred, say signal engineers, had

this control system been in use. When the first section stopped, the second section would have been brought to a stop at safe distance behind.

Out of the thousands of devices submitted to the Interstate Commerce Commission for approval, only that adopted by the Rock Island has gained its sanction. This is due, however, to the fact that the I.C.C. refuses to review a system until it has been installed on an entire line.

TWO TYPES.

The automatic train control device adopted by the Rock Island is only one of two distinct types:—the intermittent and the continuous systems.

The intermittent system is one by which a series either of ramps or of magnetic contacts are placed at regular intervals along the track to control the brake mechanism of passing locomotives. Thus, trains are subject to automatic control at intermittent intervals.

Under the continuous contact system, an electric current passes through the entire track, so that the train may be placed under immediate control no matter where it happens to be.

By the continuous control system, when a train enters a block it de-energizes the track behind for one block and controls the relay system of electric control on blocks farther behind, so that trains following can be kept down to certain specified speeds.

There is a similar speed control system for the intermittent type.

It is the de-energizing of the track, ramp or magnet that causes the brakes to work automatically. While current passes through these devices, the engineer gets a signal in his cab that the road is clear.

DOUBLE PRECAUTION

There is what the engineers call an "acknowledging feature" in connection with the speed control system by which an engineer forced to go less than 20 miles an hour must press an "acknowledging button" to show he is alert and careful, or the train is stopped automatically.

This double precaution is taken by the train control system, for the safety of the passengers.

According to a signal engineer of the New York Central, these devices would reduce railroad accidents, including personal injuries and crossing fatalities, by about 6 per cent. Considering only railroad wrecks, however, this rate of reduction would be more than half.

The explanation is, he points out, few accidents nowadays are purely railroad mishaps. Most are crossing accidents.

THE MOUNT EVEREST EXPEDITION.

Tourists Meet General Bruce and Party.



THE EMPRESS' PASSENGERS AT DARJEELING WITH GEN. BRUCE'S PARTY



EMPRESS OF CANADA'S PASSENGERS NEAR JAIPUR, INDIA



MT. EVEREST FROM RONGBUK CAMP 16,500 FT. ALTITUDE

expedition who delivered a lecture before the passengers of the Empress of Canada, describing the first attempt of his party to scale Mt. Everest, and Mr. T. H. Somerville, scientist.

This year some of the Empress of Canada's passengers circled the world from Vancouver to Vancouver, but next year, the Empress of France leaving New York on Jan. 27 will entirely circumnavigate the globe from New York to New York, via the Panama Canal.

A modern, luxurious steamship like the Empress of Canada or the Empress of France, when compared with the ships of Magellan and Columbus, is as wonderful in its way in speed, and today's globe girdlers see the strange peoples of the world in comfort and under circumstances never dreamed of by the early explorers who sailed the Seven Seas.

The round-the-world tourist songers of the Empress of Canada nowadays has a wonderful opportunity to see not only the strange York to Vancouver made a side trip of 700 miles to Darjeeling the outstanding figures in the his party, who were enroute to world's news. For several years past, the entire civilized world Mt. Everest to make another attempt, the entire world has been watching the efforts taken upon the summit of the world. News has just come made by General C. G. Bruce and his party to conquer Mt. Everest, the giant peak of Asia rising more than 29,000 ft. above sea level and the highest mountain in the world. Recently the pas-

SPORTS PARS.

Interesting World Items.

L. Cook, the Lancashire cricketer, has been released from the county ground staff, and will probably accept an engagement with a League club. He had a benefit from the County last season of £1666.

Aston Villa have signed the whole of their Cup team except Dr. Milne and Moss. Birmingham have now obtained the signatures of their entire eleven, while Phoenix follows M'Clure to Aston Villa.

Three of the Derby County directors have resigned. The club are in debt to the extent of £10,000.

Canon A. W. L. Little the vicar of Blackpool speaking on subject of "What is Gambling" to a largely attended men's service at Blackpool said there was something wrong with the moral sense of a community which received with open arms the gambler on the Stock Exchange, admitted him to the best society, and elected him as a sidesman or warden in the church and at the same time ostracised the bookmaker on the racetrack who offered odds to his clients and paid his debts with scrupulous fairness.

Twenty clubs are represented among the 29 players who are to take part in the British Rugby tour in South Africa. The constituent parts of the party are as follows:—Harlequin's, Northern (Newcastle), and Newport (Mon.), three each; Oxford University, Cambridge University, and Glasgow Academicals, two each; and Glasgow Academicals, Harlequin's, Northern, Newcastle, Newport, Oxford University, Cambridge University, and Glasgow Academicals, two each.

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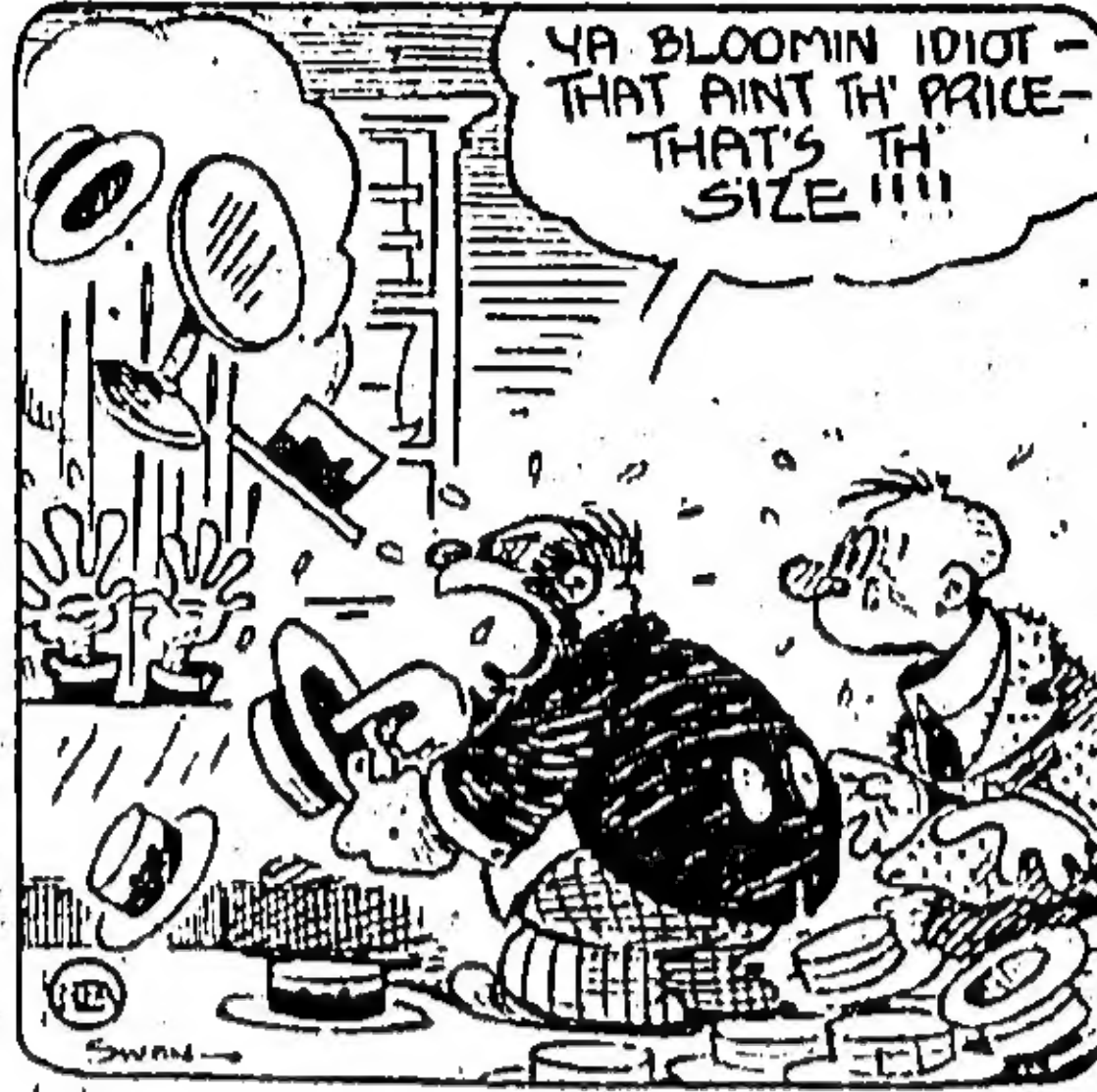
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A PAGE FOR THE KIDDIES.

SALESMAN SAM



When a Fact's Not a Fact

BY SWAN

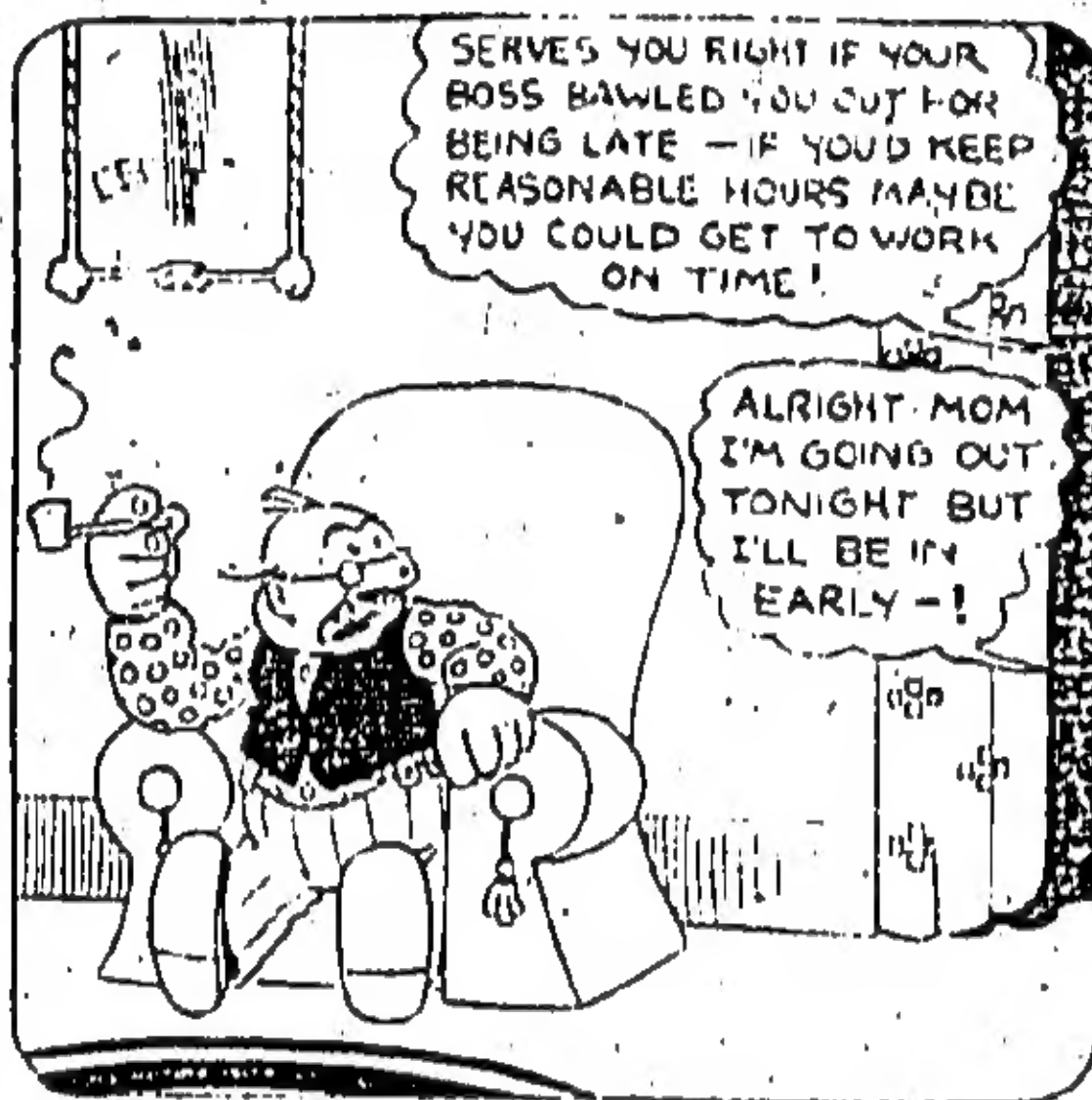
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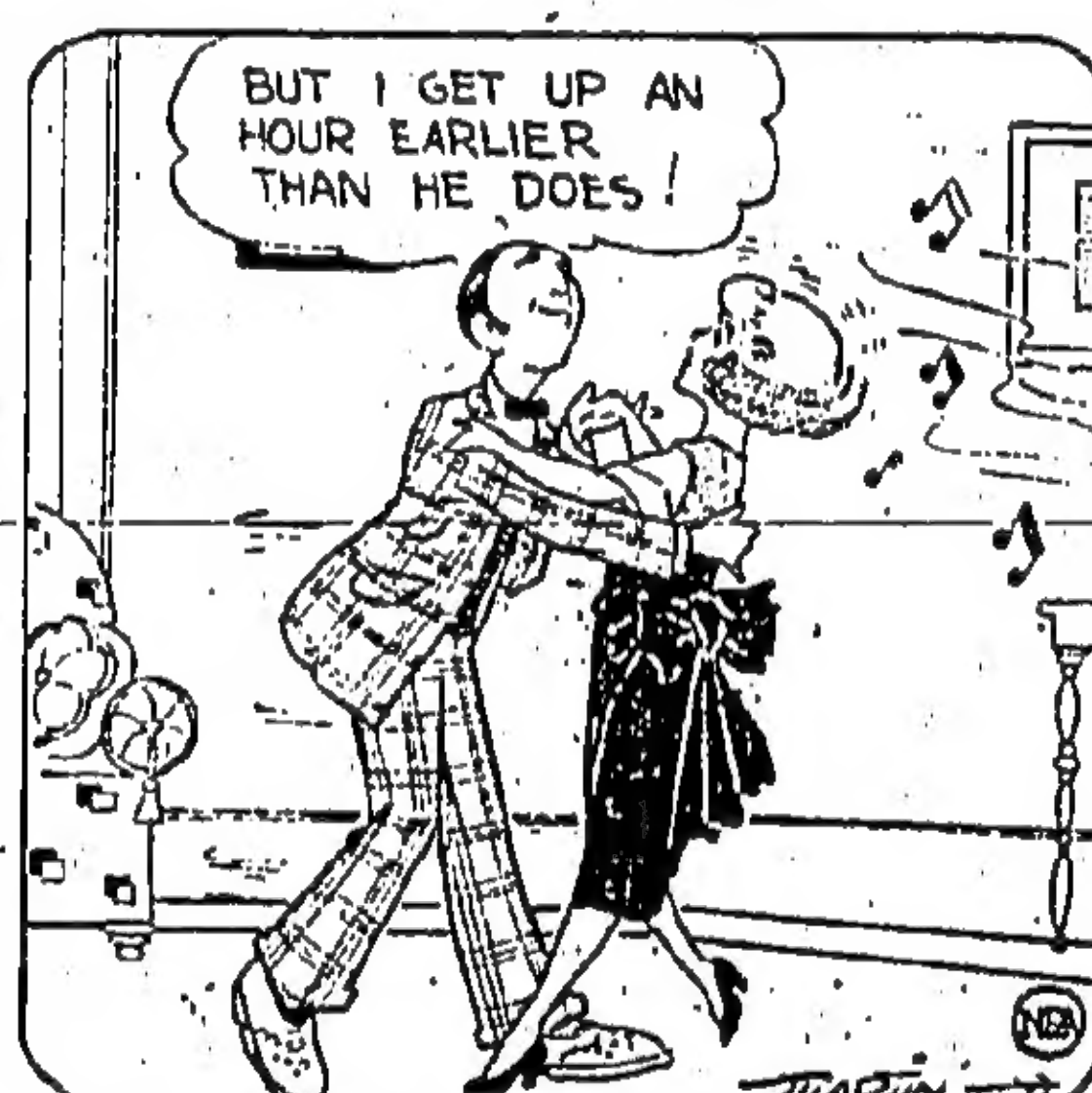
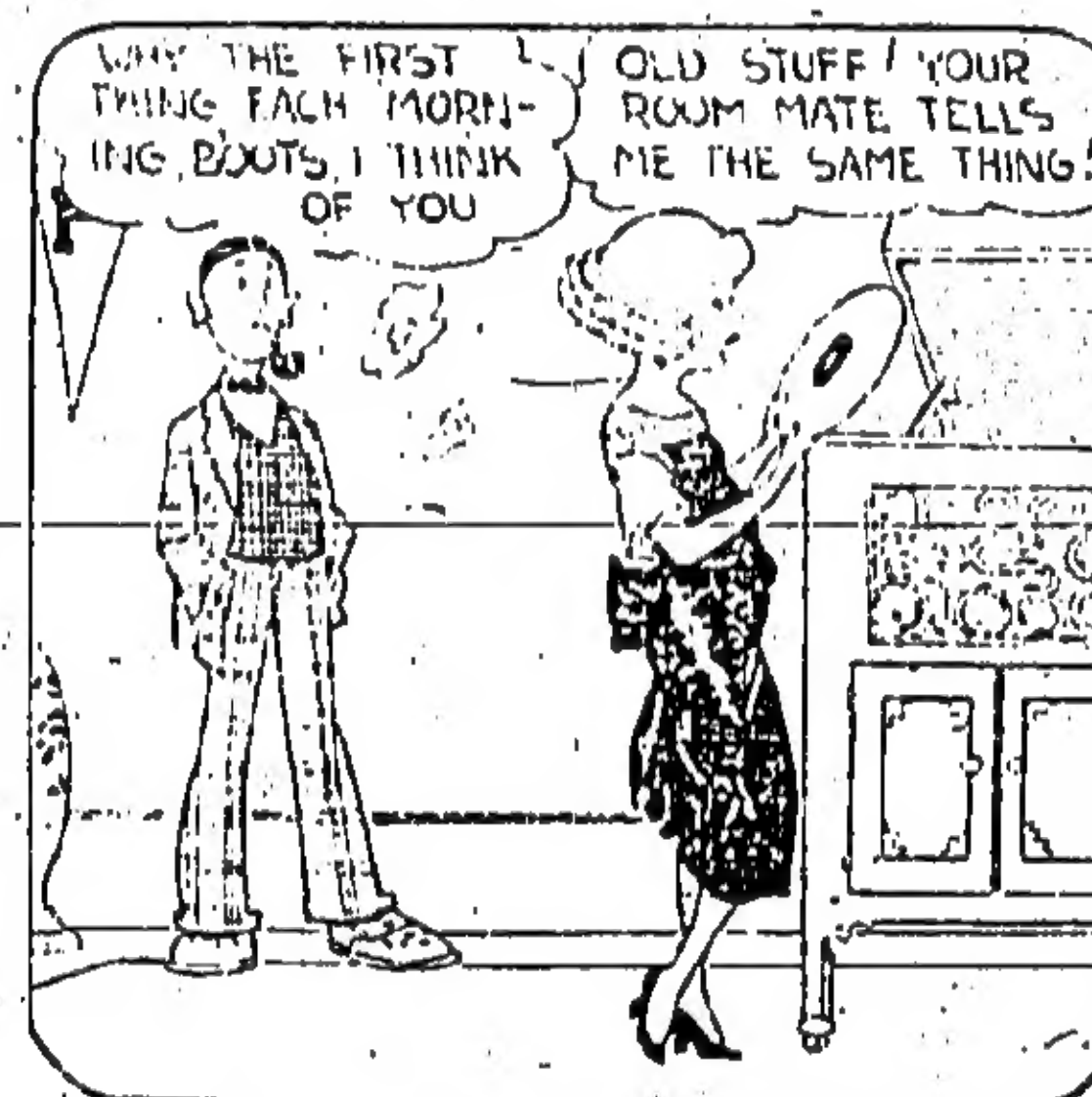
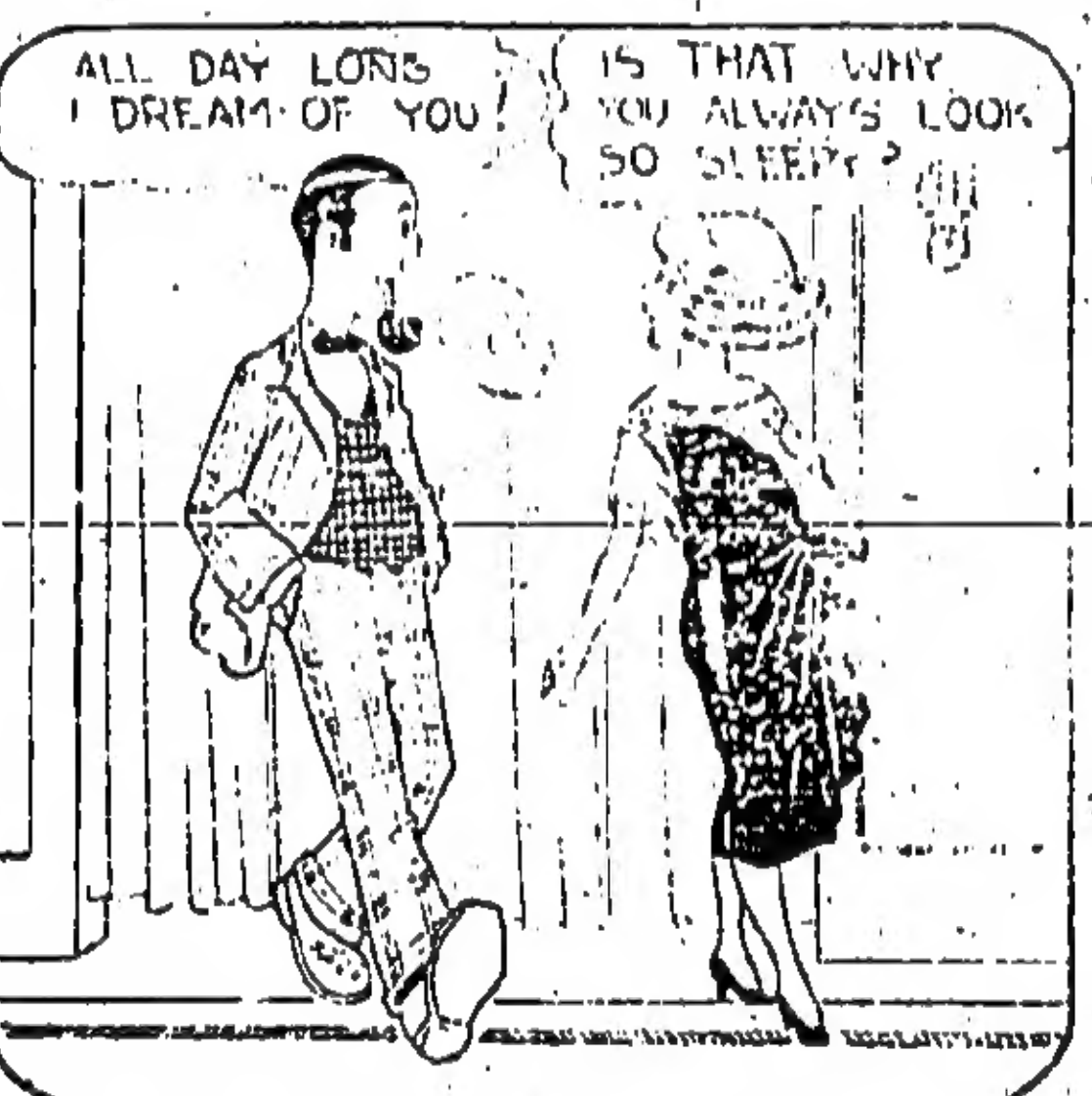
MOM'N POP



Evidently A. M.

By Taylor

BOOTS AND HER BUDDIES



The Early Bird

By Martin

Washington Tubbs II



By Crane

FRECKLES AND HIS FRIENDS

No Excitement Whatever

BY BLOSSER



FUNNY STORIES.

Conversation Ended.

Fatoligh—I know a man who looks so much like you that one could hardly tell you apart.

Thinlough—You haven't paid him that 10 dollars I lent you three months ago have you?—Judge.

Reference Required.

Jack—Lend me 10 dollars, old man. I promise you on the word of a gentleman to pay it back to-morrow.

Spratt—Bring the gentleman around and let me see him.—*American Legion Weekly.*

All Out!

Mary—'E's so romantic! When-over 'e speaks to me 'e always starts, "Fair lady!"

Bert—Oh, that's force of 'abit. 'E used to be a street car conductor.—*Tit Bits.*

Wise Birds.

S. P. C. A. Agent—I have a report that you're in the habit of shooting your poultry into a field and then running them down with an automobile. What's the idea?

Farmer—The idea is that I've lost more'n a dozen this past summer by sudden death on the highway, so I'm training the rest of them to be auto shy.—*Judge.*

Unexpected Returns.

A certain statesman recently became a parent. On announcing the news the doctor exclaimed gleefully: "I congratulate you sir; you are the father of triplets." The politician was astonished. "No, no, no," he replied with more than Parliamentary eloquence, "there must be some mistake in the return. I den and a recount."—*Tit Bits.*

He Guessed Right.

"So this fine little baby is a girl?" beamed the rector as he walked round the baby show.

The proud father assented.

"And this other one—is it of the contrary sex?"

His wife's eye was on him, but with no thought of the wrath to come, he replied blithely:

"Yes, sir; she is a girl, too."

His Preference.

"Oh, for the wings of a dove, sighed the poet.

"Order what you like," rejoined the prosaic person, "but I should prefer the breast of a chicken."

MILK IS A FOOD

Drink Sterilised Milk

AND A STIMULANT

MILKMAID BRAND

Large
Size
3 pt.
25
cts.MILKMAID
STERILISED
NATURAL
MILK.

WOMEN'S INTERESTS

MEANS
SAFETY
No
MICROBES.Small
Size
1 pt.
13
cts.

NOVELTIES FOR NURSERY.

Crotonne, as well as being used to cover the furniture and make hangings for summer, has found its place as a dress material for children. A tiny girl or boy arrayed in a multi-coloured ohintz with a pattern so large that one flower covers a whole skirt or blouse, is the smartest thing, and makes one think of Japanese children who wear the bright coloured and gaily-figured stuffs.

The woman who is handy with her needle will find herself charmed with the cross-stitch trimmings

A SMART FROCK.



Tucked georgette of an even shade is used to make collar, puffed sleeves and vest for this slim satin gown. The georgette also covers the looped cord that finishes around collar, down the front and makes tight cuffs to finish the puffed sleeves.

which Paris is using for children's frocks, and even for the simple dresses which mother, herself, wears.

Russian patterns, Greek key, and Moroccan rug designs are all copied in cross-stitch as edgings for plain coloured frocks. There is no better way to teach a little girl to love needlework than to set her embroidering a simple cross-stitch design on the coloured squares of a gingham frock, which will ultimately make a dress for herself or for her favourite dolly.

AVOID BEING A BORE.

Some people are bores from their youth up, and are content so to be. This is because they have no self-criticism, which lack is indeed the hall-mark of the true bore. But many others, intelligent people who are conscious of their limitations, would like to be sure that they do not bore their fellow-creatures. To bore our friends, or worse, our lovers, is a final calamity, more devastating than anger and dispute.

Can we avoid it by taking thought? Scarcely, for often the effort to be interested in some art or sport or phase of life which is alien to us involves us in exasperating stupidity. Usually there is safety from the risk of being a bore in being quite natural. The more real we are the fewer people we shall bore.

People nearly always interest us if they talk to us about things with which they are specially familiar.

Those of us who live fairly handrum lives, spending hours in the office, fear that we may be becoming a little dull and ordinary. When we meet people who have had a much wider experience of life than we have, self-consciousness descends upon us. We rack our brains for the remark that shall show that we, too, have touched with the great world, once or twice. We strain after the apt comment, the quick response. All in vain. The more people know of the world the more quickly they sense any pose or pretence, the more surely do they recognise and welcome simplicity.

Ultimately, only truth is interesting. The authentic carries with it its own conviction. Talk of those things which you know and you will be interesting. Be what you are, as vitally and as fully as you can, and you will not be a bore.

LONG GLOVES RETURN.

Elbow-length gloves have reappeared for wear with the short-sleeved gowns. The newest thing is to perforate patterns in them, so that the skin shows through. These long gloves are of kid, but fabric gloves are having a sudden vogue.

Short silk gloves are correct to wear with the tailored suit, and it is extremely smart to complete a silk sports frock made with short sleeves with a pair of white cotton gloves which barely reach the wrist!

"A CAPE OF ORANGE AND BLUE."

(Special to "Hongkong Telegraph.")



The capes which are seen on some of the new Paris models are most smart. This is a very original design, which is as simple as it is original. The coat itself is of black repp, while the cape is made of a pretty plaid orange and powder blue.

THE UNFASHIONABLE CIGARETTE.

Cigarette smoking, for all that it is sometimes discussed as if it were a vice, is just a habit. A good habit, a bad habit, a silly habit, who shall say with certainty?

So far as women are concerned, it is no longer a fashionable habit. "Thank goodness," many worthy people will exclaim. But unfortunately many girls who have a merely silly habit of smoking have not yet realised that the cigarette is no longer smart. These smokers do not enjoy nicotine; their cigarettes are more or less of a nuisance to them. But they are under the delusion that the girl who is "absolutely it" smokes, and therefore they smoke, in restaurants and picture palaces and on sea fronts.

Now the absolutely right girl of this famous season of 1924 is a demure little creature whose fragrance is of lavender rather than tobacco. She is not boyish in any way. Her hair, is not bobbed or shingled, but arranged in sleek, shining coils. She does not go out much without a chaperon. Most certainly she does not smoke. Whether the seaside girls will have recognised their proper model by August remains to be seen.

Of course, there are women who like smoking so much that no change in fashion could possibly influence them. Perhaps they ought to be sternly condemned, these inveterate nerve-soothers. Some doctors approve of smoking for women as well as for men. There is no final judgment.

THIS WEEK'S RECIPE.

Sardine Toast.

Required: 4 sardines, 1 egg, 1 oz. of margarine, 1 tea-spoonful of anchovy essence, cayenne, buttered toast.

Drain the sardines, remove the skin and bones, and rub them with the margarine through a wire sieve, or chop and pound them. Boil the egg hard, and rub the yolk through the sieve into the sardines; chop the white. Add the anchovy essence to the sardines, season, and mix well. Cut the toast into rounds about the size of a wineglass, butter it, and spread the sardine mixture over each one. Decorate with the white of egg, and, if served hot, put into the oven to warm through. This savoury may

WHEN THE HAIR WILL NOT WAVE.

If your hair won't wave it is probably too dry. Hair which has been shampooed and dried before a fire is generally very difficult to wave for the simple reason that the extreme heat has made it harsh. When your hair is harsh, balk and obstinately refuses to wave prettily, try giving it a steam bath. Let it down, comb it out, and then turn on the hot tap in the bathroom. Allow the steam to play on your hair, shaking it out till it feels soft and fluffy, then put it in wavers or use your "Marcel" tongs. You will be surprised at the difference the steam bath will have made.

THE SHIRT FRONT EFFECT.



The shirt front effect that is so new and well liked for sports wear has been adopted by this frock of cool striped tub silk. The panel at the left is an attractive manner of using the

DECORATIVE CHINA.

In keeping with sitting rooms furnished in the "cottage" style in China, with borders of free-hand design carried out in bright colours, while reproductions of old Oriental designs are incomparable for the note of colour they introduce.

Plain solid colour appeals greatly to the up-to-date woman, particularly when it is lemon yellow or wedgwood blue, while Jacobean designs of bright colour and checks are in demand by those who have furnished in the popular Jacobean style.

The willow pattern still stands the test of time, and a design very like it in colour and appearance embodies old English scenery in a running design covering the whole of each item.

Quaint and serviceable is the modern china teapot in the form of a cube. Being "four square," it has no outstanding handle or spout to get broken, and its spout cannot drip.

PARIS NOTES.

The all-white hat is quite the smartest thing to wear with the all-black satin or crepe suit.

The newest nightgowns are following the general tailored lines decreed by fashion, and revers, panels of pintucking and monograms are favoured methods of trimming.

Flower petals in rose, violet or yellow trim the hems and shade on to the upper part of the skirts that are parts of picture frocks.

Bright red cherries, natural size, and simulating the actual fruit very cleverly, trim a bouffant frock of white tulle.

New lipsticks and powder boxes come in very brilliant colours—bright reds, greens or sometimes glossy black.

It is reported that everyone in Paris is carrying a bright red glass leather envelope purse with the summer outfit.

A slip of cloth of gold edged in gold lace is worn beneath a dinner frock of brown georgette crepe.

Exquisite scarfs of chiffon match evening frocks and are bordered with ermine tails.

An unusually effective necklace is made of large, graduated cube-cut crystals with a small amethyst between each crystal.

Some of the newest skirts exploited by a Parisian designer are 12 inches from the floor.

Very heavy white crepe, tucked or hemstitched, is the most popular material for sport outfits.

New blouses, sweaters and sport dresses are very often trimmed with embroidered monograms in oriental effect. Chinese characters are copied most extensively.

FISH NET STOCKINGS.

Fish net stockings are the newest invention of fanciful Paris. The thread is silk, of course, and the mesh is fully an inch and a half long. The colour is black or gold. They offer a charming way of being stockings, but still retaining the smartness of wearing a decent "covering."

The hexagonal mesh net stockings are still smart and come in various tones of flesh colour to match the skin of the milkiest blonde or the most ruddy brunette, and all the tints lying between.

"BEST CLOTHES"—A FALLACY.

The best-dressed women are those who have no best clothes. They simply have good clothes and wear them. If they are not well off their wardrobes may be scrupulously limited, and their hats and suits may become very familiar to us. But never tiresomely familiar, because they always look nice. Moreover, a well-chosen hat that is the ap-

proportionate frame to our friend's face becomes almost a part of her. Clever women do so absorb their dress and adornments; we are never more conscious of their decoration than of themselves, personality and appearance blend in one atmosphere. But the woman who keeps best clothes hung up in the wardrobe to wear on special occasions never looks as nice as she might do. On everyday occasions she looks as if she were wearing out old clothes, and her looks do not

EVERY BAG HAS ITS HANDKERCHIEF.



Pictured above is a steel beaded bag of heavy carmine coloured crepe with its gossamer kerchief of printed chiffon in carmine and white tucked into its special strap. The little doll bag is another printed square of chiffon and carries a dainty round crepe georgette kerchief edged with lace and carrying in its centre a wee embroidered sacket.

their out-of-dateness. Give up storing clothes; it does them no good to hang in cupboards. They have no chance to become one with your individuality, and every chance to make acquaintance with the moth and with the mustiness of things that are put by. A better plan than best clothes would be to have worst clothes, an old suit and hat reserved for use on particularly wet and muddy days. And as to best, don't you want to be at your best almost always?

PUBLICITY'S GLARE.



Mary Miles Minter, the cinema star.

BLOND OR BRUNETTE?



Parisian women are now catering to the likes of their friends by being blond or brunette at will. This they accomplish with ease, of course. Parisian hairdressers are doing a thriving business in wigs and the present fashion of bobbed hair facilitates the wearing of them.

Photos show Mlle. Suzanne Preville, French movie star (who's private life is Madame Forget, wife of the movie

A VOGUE THAT HAS PASSED.

Fortunately the vogue for horn-rimmed spectacles has gone the way of all fashions. Now the thing is to carry an old-fashioned lorgnette made up in silver, tortoise-shell or galalith. Of course, it is impossible to hold these movable spectacles steady, but it had been brought

balls her. Her attitude is one of indifference or apology, and neither is becoming to her. She lacks the pleasant confidence which gives finish to the woman who is wearing her "one and only," but fresh and modern suit. On high days and holidays, when the careful savor of her old dress brings out her best, it looks as if it had been brought



Really hard to tell

You just how simple, quick and delightful it is to use LUX—so that your soft summer garments, house dress, etc., can be washed again and again and look always as smart as when new. For the busy mother of a family—for the school teacher, the business girl, or any "girl" for that matter, the fine, creamy, abundant, instant

LUX

There's a wonder in it, in causing soiled garments, the dirtier the better, to go back to their first freshness and color.

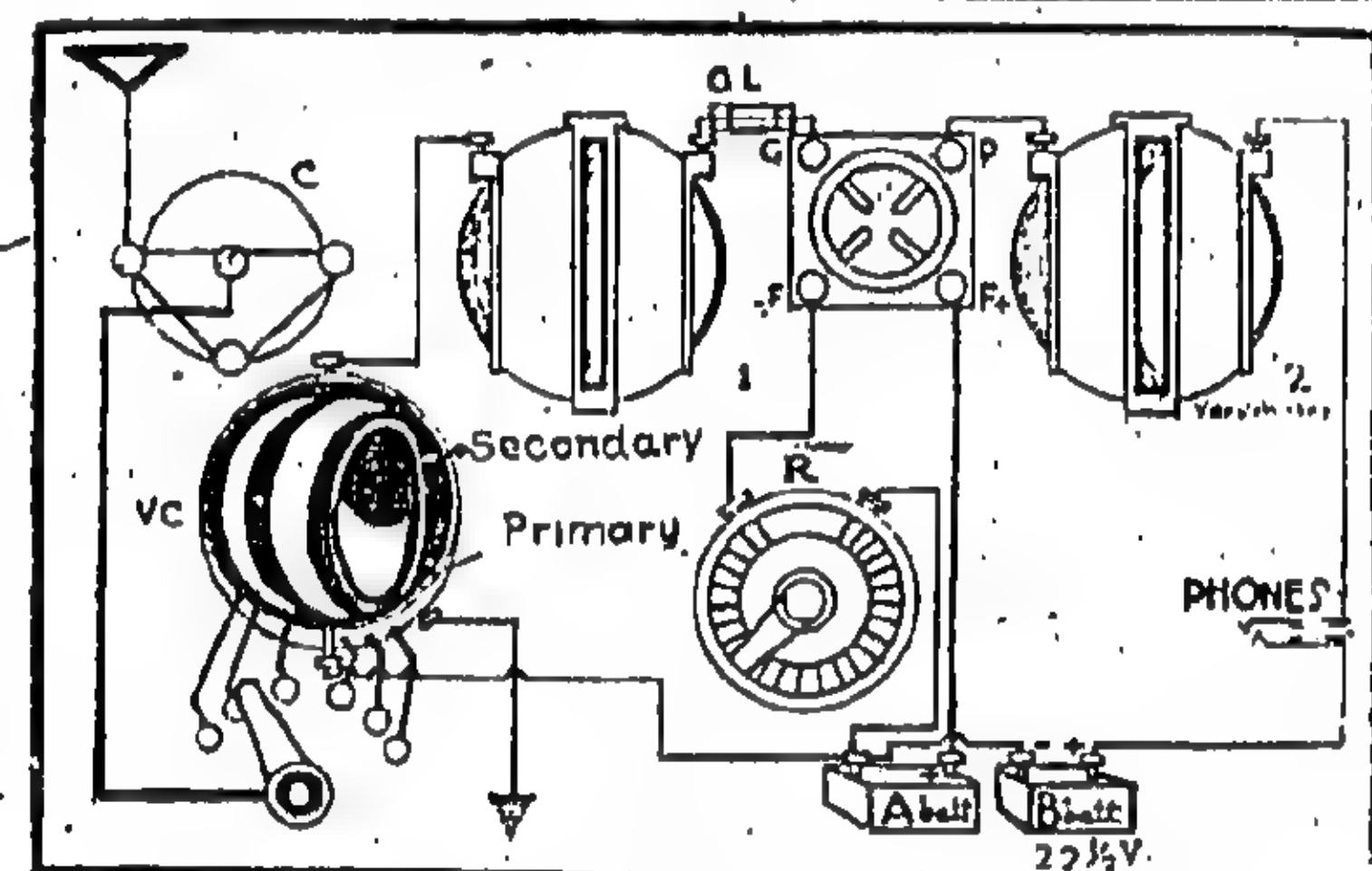


DIAGRAM SHOWING CONNECTIONS IN THE REGENERATIVE RECEIVER.

RADIO NOTES AND NEWS.

Regenerative Three-Circuit Receiver.

Perhaps the most popular receiving set is the Armstrong regenerative three-circuit tuner.

The principle upon which this circuit has been designed is that by which a signal after detection is "fed back" upon the grid circuit, thereby increasing its original energy and greatly amplifying the weaker signals.

This "regeneration" is produced by means of a tickler coil or variometer in the plate circuit which "throws back" the signal from the plate to the grid. A variometer in the grid circuit in turn sends the amplified signal back to the plate and the phones.

Following are the parts for such a set:

One dielectric panel, 8 by 18 inches.

One wood base, 8 by 17 inches.

One variometer.

Two variometers.

One 25-plate, or .0005 variable condenser.

One .00025 grid condenser and variable grid leak.

One 6-ohm vernier rheostat.

One tube socket.

One rotary switch.

Six contact points.

Two switch lever stops.

One closed circuit phone jack.

Six binding posts.

Thin sheet copper for shielding, 8 by 18 inches.

Bus wire for connections.

All this, besides the UV200 or C300 tube, the 6-volt storage A battery, the B battery and phones.

This hookup can be heard only on phones. If loud speaker is to be used, two-stop audio amplification would be necessary.

In that event also, the B battery voltage would have to be increased from 22 1/2 to 45 volts.

SPECIAL WINDINGS.

For the variometer, take a piece of thin dielectric tubing 4 inches in diameter and 7 inches long, and wind 48 turns of No. 20 D.C.C. wire taking a tap off at every 8 turns. The secondary consists of a half rotor, 31-2 inches in diameter. On each side of this wind 18 turns of the same wire.

Both variometers are made exactly alike. Each consists of one piece of 4-inch tubing 4 inches long, and a rotor 3 1/2 inches in diameter. Wind 20 turns of No. 20 D.C.C. wire on the tubing, then skip one-half inch and wind 20 more turns of the same wire.

The half-inch space allows room for a quarter-inch rod to hold the rotor in place.

On each side of the rotor wind 20 turns of the No. 20 D.C.C. wire.

Wind all coils in same direction.

Connect one end of stator of the variometers to one end of the rotor.

The variometers should be as far apart as possible. The tube and the variometer can be placed between them.

The variable condenser can either be kept outside the set, or can be attached to the upper left side of the panel above the first, or grid, variometer. The connection from the grid variometer to the grid condenser and leak and thence to the tube socket must be as short and direct as possible. Make all connections as short as possible. The grid leak can vary from one to five megohms.

Operation of this set is extremely delicate. For this reason, it is suggested that a copper shield be applied to the back of the panel, clear of all rods and contact points, except the centre of the switch lever and the ground binding post. A vernier rheostat is called for to get the tube to an exact position just before its oscillation point. This is done by turning the rheostat until a frying noise is heard, then turning the vernier back until this is cleared.

Then the grid and plate variometer dials can be turned slowly and equally until a whistling sound is heard. The variable condenser and the secondary of the variometer are then turned to clear the whistling and bring out the broadcast programme.

For different wavelengths, the primary switch is moved forward or backward from one switch point to another.

LISTENER-IN STRUCK BY LIGHTNING.

Hurled Across Room And Set Destroyed.

During a brief thunderstorm which passed over Buntingford (Herts.) recently, a boy named Robert Walsingham, who was

listening-in on his wireless apparatus had a strange and unpleasant experience.

He has a home-made crystal receiver, and he was listening during the Children's Hour to the entertainment broadcast from London when there was a particularly bright flash of lightning, and he was hurled across the room.

The set was on the table, and the table-cloth and a newspaper caught alight. When the lad had recovered and had put the fire out the crystal set was found to be put out of action.

Lightning also destroyed a valve set belonging to Captain Austin, of Little Court. In this case it struck a tree to which the aerial was attached.

Neither of the destroyed sets had lightning arrestors attached. An aerial placed 40 ft. high between these two sets was missed.

During a thunderstorm it is inadvisable not to listen-in, because the wireless aerial acts as a lightning conductor and the set may be ruined, to say nothing of possible risks from fire.

The simplest safety device is to connect the aerial to the earth terminal. In this case the aerial may be an actual safeguard to a house.

Many people now fit a simple switching arrangement to their aerials, by means of which the latter can be "earthed."

ONE-TUBE SET.

Quite Sufficient for Needs.

Radio fans still dabbling with the simple one-tube receiving set need go no further.

Prof. John H. Morecroft, head of the department of electrical engineering at Columbia University, president of the Institute of Radio Engineers and pioneer in this science, gives them encouragement.

"Long distance reception is what everyone is seeking just now," he says. "But that craze will soon die down. Broadcasting will resolve itself into more centralized control and local reception will be the final outcome."



BOVO-LACTIN

The Key of Life

A PERFECT INVALID FOOD

These preparations are now being largely prescribed. They contain all the essentials of a diet ideal in acute conditions generally and in post-operative states.

BECAUSE

They are easily digested and assimilated even in the most asthenic states.

They possess a high protein and vitamin content.

They are most agreeable to the palate.

They evolve an easily assimilable food for those conditions in which it is necessary to ensure nourishment without bulky residuum

INVALID BOVO-LACTIN (in powder form)

May be taken as a powder or it may be mixed with equal quantity of Brandy, cherry or Port. It may be given in Milk.

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For convalescents, growing children, athletes in training etc.

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A perfect food beverage of high biological value.

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\$10.50 each

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27" High grade Gingham 40 cts. a yd.
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36" Silk Georgette Crepe \$1.85 a yd.
36" White Curtain - 25 cts. a yd.

Ladies Waterproofs

SALE . . . \$17.50

Formerly \$25.00

SALE . . . \$26.50

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Thousands of other Bargains not advertised.

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Silk Socks - 95 cts. pr. " " with clox \$1.25 pr.

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IN

Gents' Shirts-Pyjamas

High Grade

Fashionable striped shirts

\$2.50 each.

Nice Striped Pyjamas

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Yee Sang Fat Co.



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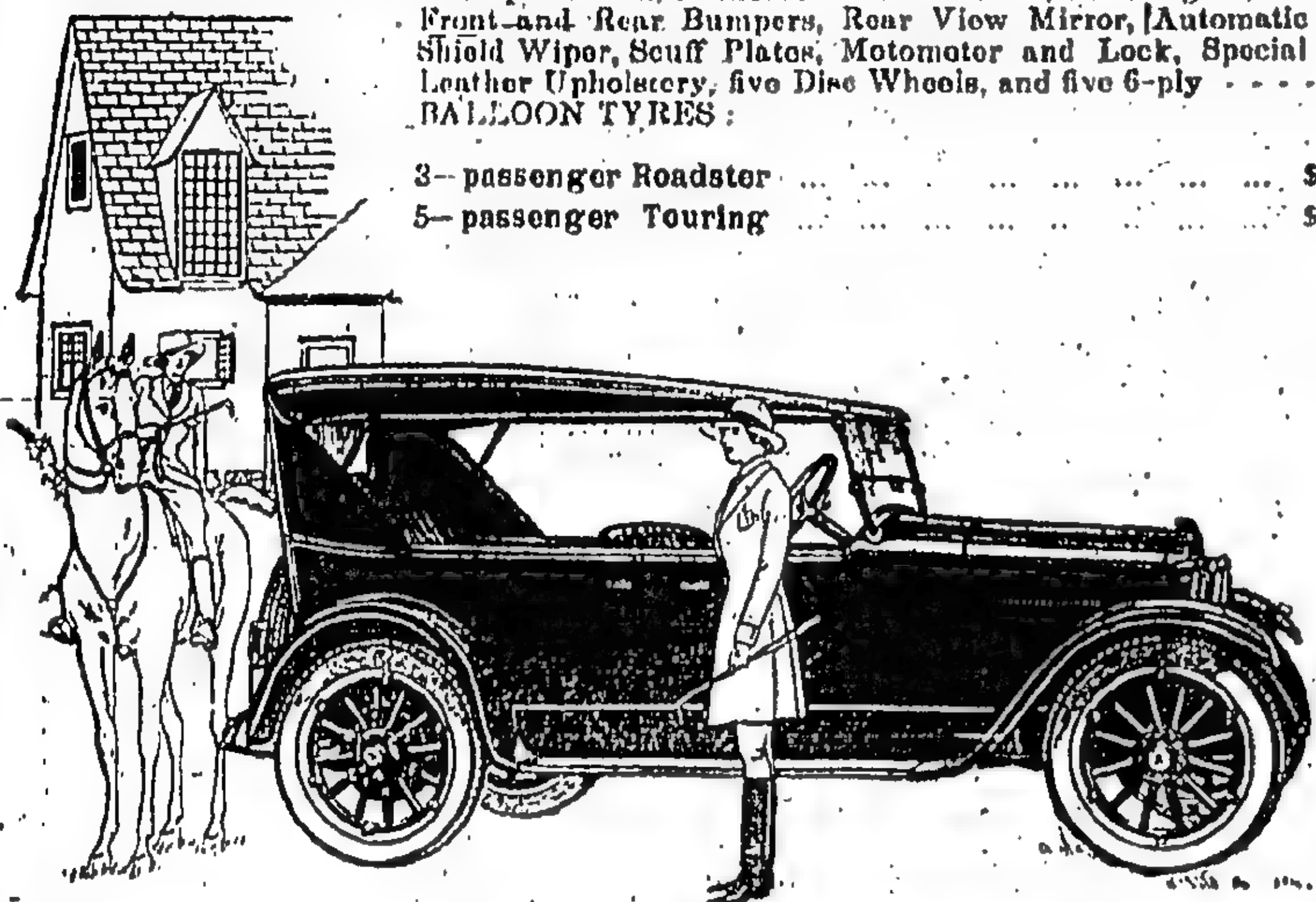
So universal is the car's reputation for long life, that exceptional mileage records no longer excite surprise.

Touring Cars that were built by Dodge Brothers during the first year of their existence, as motor car manufacturers, are still in active daily service.

STANDARD MODELS—Complete with five Disc Wheels and five Cord Tyres:
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BRAKE ADJUSTMENT

CHIEF ENGINEER'S ADVICE.

The following article, written by Mr. G. Clark Mather, Chief Engineer of the Paigo-Detroit Motor Car Co., will be of interest to all owner drivers:

Perhaps one of the most overlooked parts of the motor car which detracts from the best performance is the braking equipment. It is a factor which, unless adjusted carefully, undoubtedly causes poor performance.

Car owners and garages do not take pains enough in adjusting brakes. All drag must be eliminated.

Many owners and garages think that as long as the brake drums do not feel warm to the hand after driving, that the bands are not dragging. This is not conclusive evidence that brakes are free. The only way to be certain that brake bands are not dragging is to jack up both rear wheels from the ground and then turn one wheel in the forward direction. When this is done, due to differential action, the wheel on the opposite side of the car should turn in the reverse direction if the bands are free. While this check is being made the gearshift lever should be in the neutral position. Any "squeaking" or rubbing noise at the brakes while the wheel is being rotated is a suspicious circumstance that should be eliminated if you wish to be free from brake drag.

It is almost unbelievable to one that has not had the experience, what a very slight amount of brake drag will do to the performance of an automobile, especially on a grade.

It is recommended that the external brakes be first freed up at all adjustments so that there is absolutely no contact between the band and drum at any point. Then when the wheels are rotated it can readily be observed whether or not the internal brakes are dragging. If the internal brakes are perfectly free then the external brakes should be adjusted. This should be accomplished by first setting the adjustment at the brake support as close to the drum as possible so that when the wheel is rotated no contact is made between the brake drum and brake band. Wheels should be freely rotated several times while making the adjustment. Most brake drums are more or less out of round and contact should not be made at any point when the brakes are in the released position.

After the brake support adjustment has been made, the bottom half of the band should be adjusted in the same way and then the top half of the band.

If the brake linings are worn and require replacement, this should be done before leaving on a trip. There are several excellent kinds of brake bands but really only one make which is suitable for the all-round conditions a tourist will meet with. The recommendation of the motor car's builder should be followed.

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A TYPE FOR EVERY REQUIREMENT.

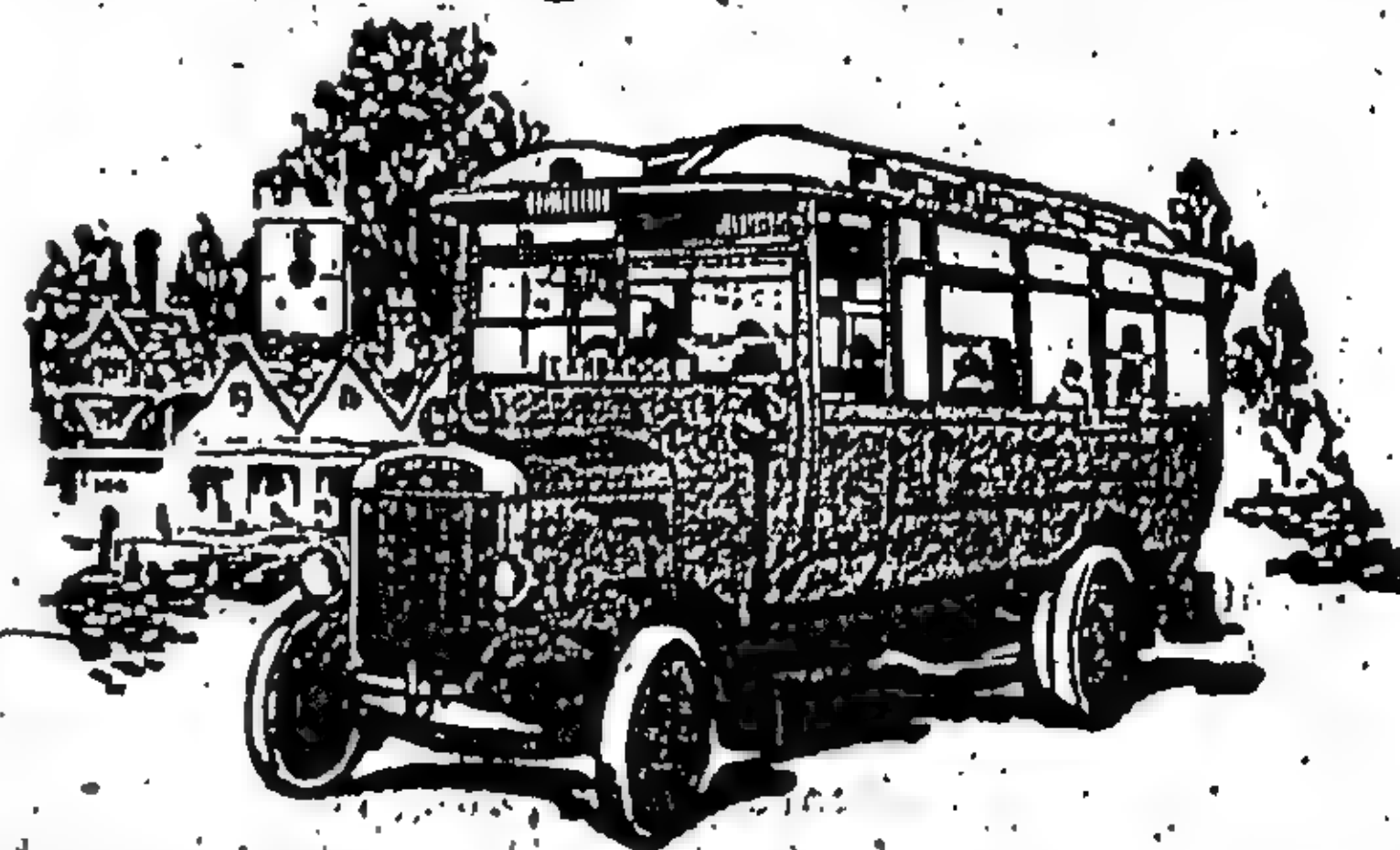
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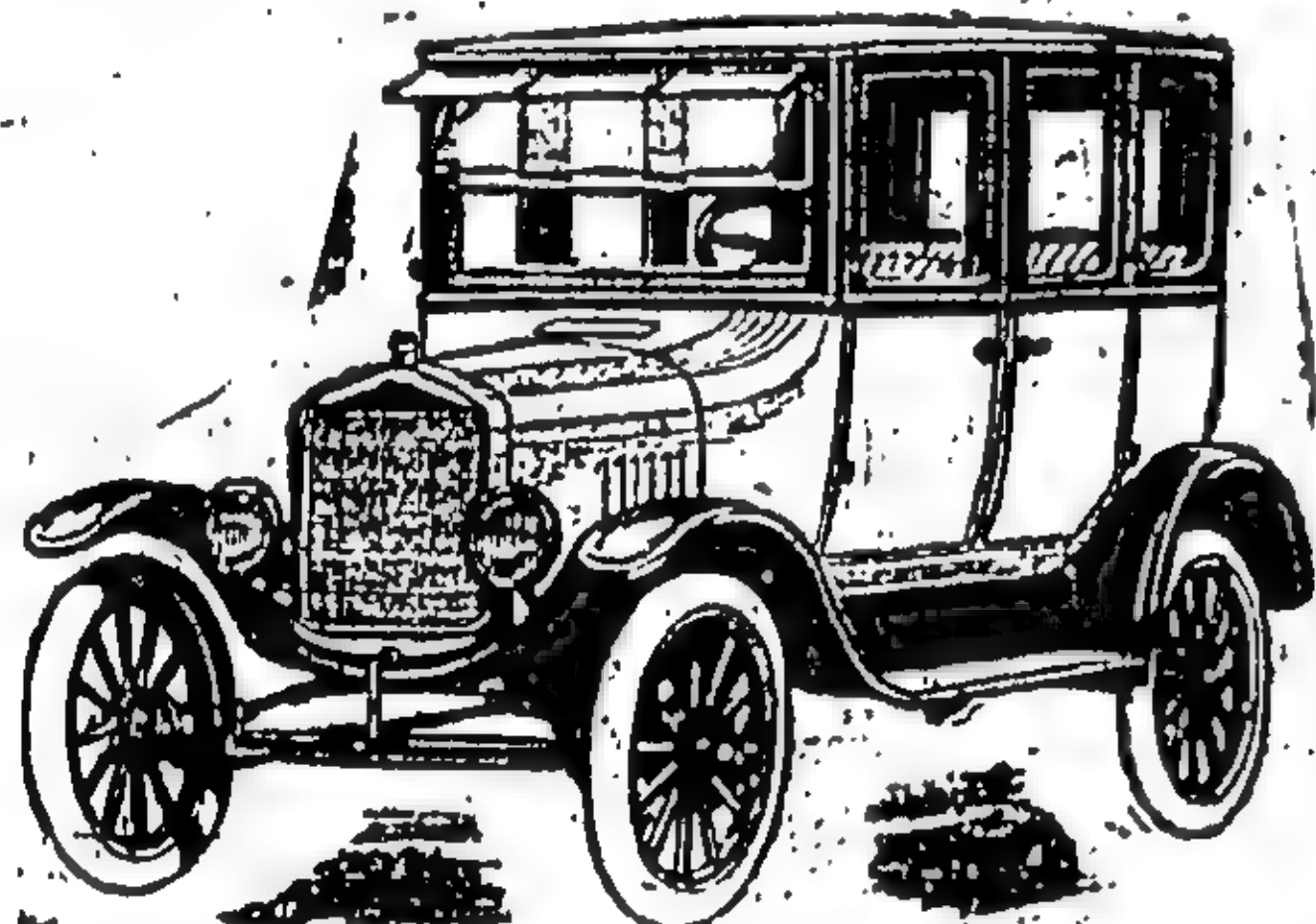
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\$5 ENROLLS YOU IN THE Ford Weekly Purchase Plan

This practical thrift plan instituted by the Ford Motor Company several months ago, has since been taken advantage of by many thousands of persons to assist them in purchasing Ford cars.

In all sections of the country, this plan has the endorsement and active co-operation of banks and bankers, who recognize it as a conservative and convenient means through which Ford ownership is made possible to many persons who have been denied its advantages.

The procedure is simple. If you wish to become a Ford owner, visit any Ford Dealer's place of business and select the type of car you want. Make the initial payment—as little as \$3.00 if you like, and then arrange for weekly payments to suit your convenience.

This puts you on the preferred order list and insures delivery of your car at a time to be determined by yourself.

In the meantime your investment is not only secured through dealing with a reputable Ford dealer but is actually deposited to your credit in a local bank, where it draws bank interest which is applied against the purchase price of the car.

Any Ford dealer will gladly show how easily you can become a Ford owner.

He may even suggest a way for you to take delivery before all payments are made.

Then, if you are interested, take out an enrollment and in a remarkably short time you will be driving your own car.

START TO-DAY BY PLACING YOUR ORDER WITH

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Do you know it? If you are not acquainted with the reduced tyre prices, send for revised price list.

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Dunlop Cords are UNIFORM throughout the World. They are built to a uniform standard of quality to secure the longest mileage in all climates. — AND THEY COST NO MORE THAN OTHER MAKES.

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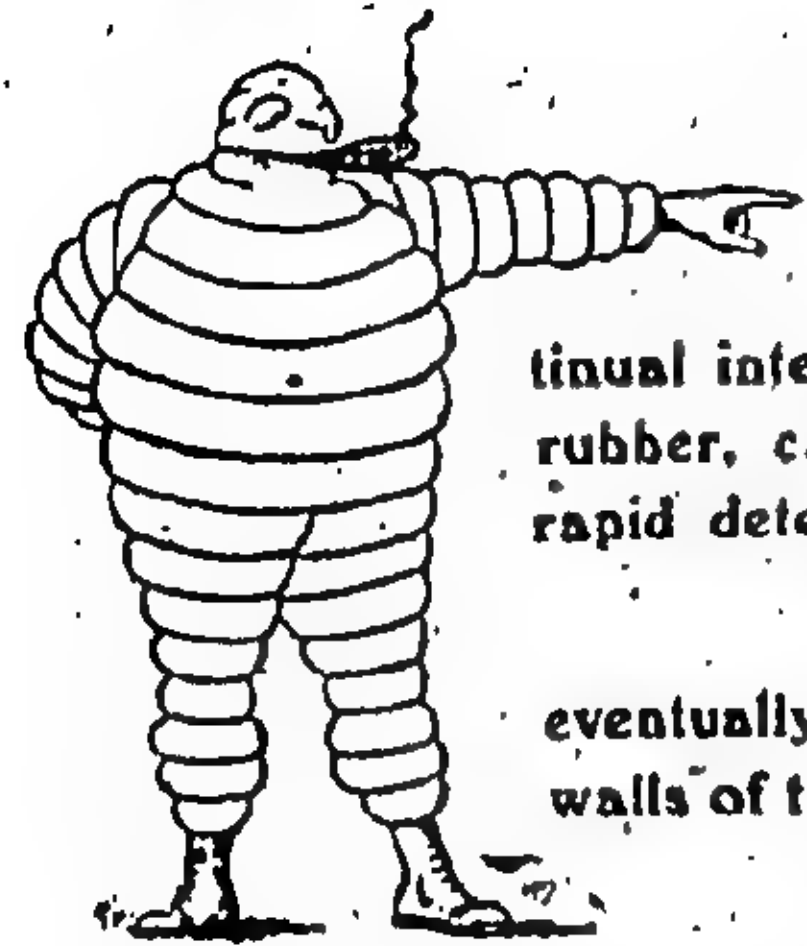
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Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

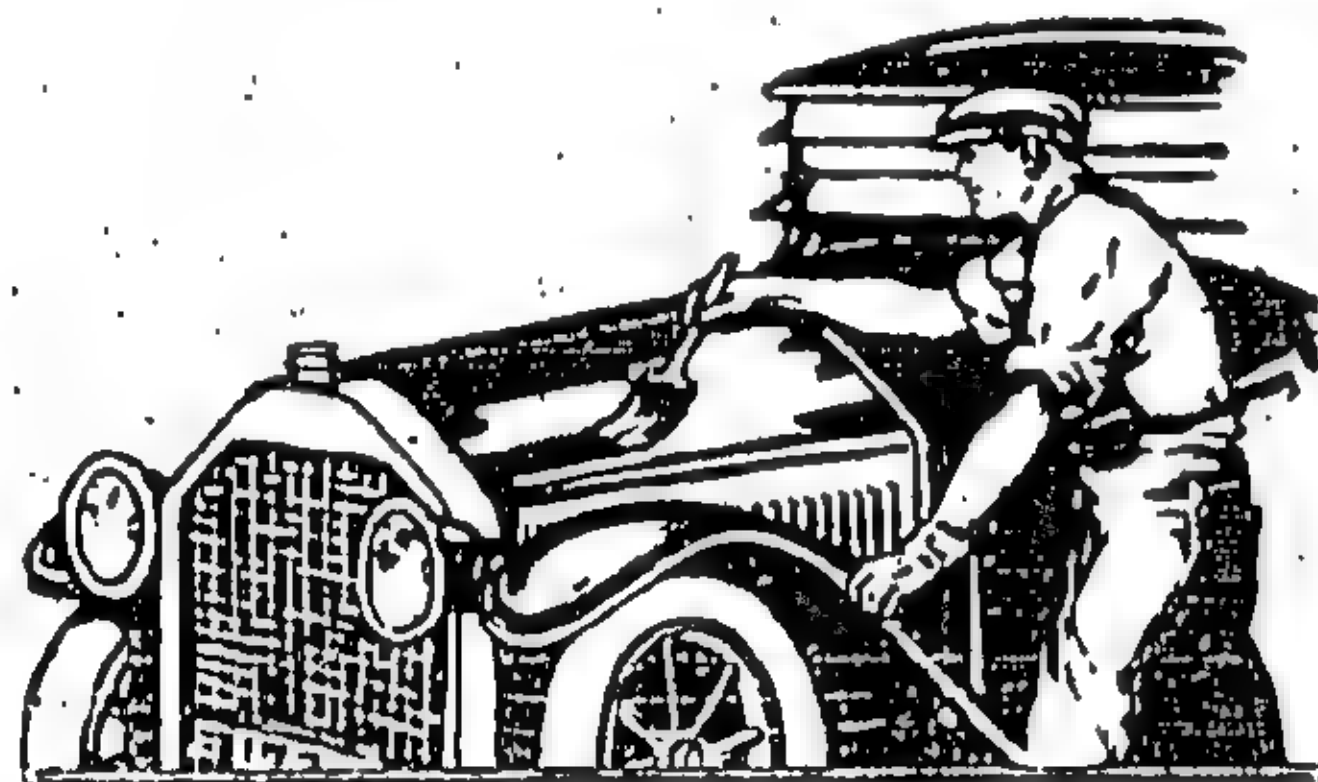
Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone 3438.

China Building, 1st Floor.



"Doll Up" Your Car Right Now.

WE'LL overhaul your machine, paint it, enamel it and put on a new finish that will make your car look as new as the day it left the factory.

Years of experience are behind our modern, efficient work. And our charges are most reasonable.

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Export and Constant European Supervision.

Telephone Central 3950. A. J. Allison Service Manager.

VALUE OF GROUND CLEARANCE.

RAISES LESS DUST.

It is now generally known that the 1924 model Cubitt cars have been re-designed and are now built with a low chassis frame which enables a very graceful and handsome appearance to be secured for the complete vehicle.

A point, however, which is not so well known, is that the former large clearance of 10 1/4 ins. under the chassis has been retained, and this feature is one of considerable practical value.

In the first instance, it allows for safe usage over bad roads such as one encounters off the beaten track in this country and as a more or less usual thing in some of our Overseas Dominions. But in addition to this, the clear

passage under the car is most favourable to reduction of dust-raising.

It has often been commented upon that the Cubitt car seems to raise comparatively little dust even when travelling fast, and passengers in the back seats do not suffer serious inconvenience from the dust. When considering the matter of the dust-raising proclivities of a particular car it is often overlooked that not only do the other users of the road suffer from the dust raised, but the rear passengers in the car are almost as badly affected.

It would really be a good thing both for the car users themselves and for the public at large, if all cars were manufactured with the ample road clearances of the Cubitt models. It has been demonstrated in these models that a low chassis and body line can be obtained in conjunction with a ground clearance of over 10 ins.

CORRECTING STEERING FAULTS.

WHAT CAUSES YOUR CAR TO STEER HARD.

The commonest steering fault is stiffness, resulting from tyres that are too soft or from lack of lubrication of the steering knuckles.

It is not necessary to have the tyres pumped up to an uncomfortable hardness, but they should be kept reasonably near proper pressure. If the tyres are already at pressure, the steering knuckles will be the next location to examine for the cause of the trouble. The steering knuckles consist of a knuckle bolt, on which the front wheels swivel, and the weight of the entire front of the car rests on two bearings, usually located at the top of the knuckle. Obviously bearing a load such as this, these bearings require careful lubrication. Give it to them if you wish easy steering and safety. Incidentally if grease lubricant is used, remember that special greases for lubricating small parts are available and should be used. Poor grease will squeeze out and dry up under the heavy pressure existing at the knuckles.

Hard steering is sometimes caused by faults in the gear assembly at the end of the steering column. After considerable service the gears at this location develop wear and excessive play, which results in poor steering. Keep the gear housing at the end of the steering column filled with grease, once a season is usually enough. On some cars there is a fairly long bearing on the shaft that carries the steering arm. In some cases this gets lubrication from the main housing, but in others there is a lubricator for the bearing, which is apt to be placed in a position not readily discovered. If your car has this bearing lubricator, be sure that it gets its proper lubricant.

A not frequent cause of bad steering is found in breakage of the spring centre bolt, which allows the axle to work back along the spring. Obviously when this occurs on one side and not on the other, the car has a longer wheelbase on the broken side. This gives the car a constant tendency to sheer off toward the shorter side. A quarter of an inch difference will produce this effect.

A similar tendency is caused by front wheels that are not properly aligned. A heavy bump of any kind, even a jam against the curb may cause misalignment of the front wheels. In case this happens the best way to handle the matter is to have the repair shop align the wheels, as it will have special equipment intended specifically for the service.

EFFICIENCY AND ECONOMY.

HOW TO SECURE BEST COMPROMISE.

All motorists like to think that they are getting the best possible results from their cars, and most also like to think that they are running their cars as economically as possible. Unfortunately, maximum economy and maximum efficiency do not go well together. But, quite apart from economic driving, the owner may by the exercise of a little intelligence, do much towards securing economy by simple "tuning" of the car, which, if properly applied, will result in no loss in efficiency. If either efficiency or economy be entirely ignored, it is a comparatively simple matter to get the other; it is a satisfactory compromise that is so difficult to get.

"FREAK" TUNING.—It will come as no fresh or startling news to most readers, when it is said that if all considerations of performance be ignored, it would be possible so to "tune" a 20 h.p. five-seater touring car that its regular fuel consumption would be something like 30 or even 35 miles per gallon than the usual 15 to 20 that one expects from the type of car. A diminutive carburettor with corresponding jets and choke tube, a reduction in the cooling of the engine, and special timing of the valves and ignition will work wonders with fuel consumption—and at the same time play havoc with the road performance of the car.

The aim of all manufacturers is to give their cars as good a performance as possible without extravagance, and the aim is very well secured on the whole. But on account of the essential character of the motor-car engine, which varies somewhat as the car piles up age and miles, the maker cannot endow the car with its maximum potentialities in both directions before it leaves his factory.

In the case of highly expensive vehicles, of which the preliminary road-testing before it is handed over to the customer is elaborate, this stipulation loses much of its point, but we are now concerned primarily with the ordinary car of the ordinary man.

AFTER THE FIRST 500.

By virtue of the rather hasty manner in which many cars now undergo their preliminary testing, the owner may after about 500 miles on the road effect several useful improvements by quite small and inexpensive attentions. Thus it is very seldom that a new car—after its first 500 miles—cannot be provided with smaller jets in the carburettor—with no loss in performance and a quite useful gain in fuel consumption.

An extra air valve fitted in the induction pipe, though incapable of the wonders that are sometimes claimed for it by its makers, will really effect some reduction in the fuel required for covering a given distance if it is properly used. It is a fallacy widely held that the weakest mixture on which the engine will fire is also the most economical.

WHEN TO TUNE.

Here, again, as in so many things, it is a matter of compromise, and the driver may easily find by experiment how much frequent opening of his extra air valve is desirable for the best results.

It is idle to attempt this tuning before the engine and the chassis are well "run in," and when it is attempted the chassis details, especially the transmission system and the brakes, should not be overlooked. In everything as "free" and doing its work as easily as it ought? Nothing is more absurd than to attempt economy or any other tuning of an engine if the brakes are binding, or the gear-box is absorbing twice as much power as it ought, because if it is improperly lubricated.

ADULTERATING THE EXTRA AIR.

There are many different types of extra-air valves on the market, all of them more or less effective if properly fitted, adjusted, and used. The majority merely take in cold air, and probably gritty, air, but some draw hot air from a muff on the exhaust pipe. One wonders that no car is fitted with a device to draw air from the crank case. A relief valve or breather in the latter is a necessity in any event, and it might be possible to combine this with the valve intake, so that the "extra air" drawn into the induction pipe was charged with oily vapour.

It is worth trying, and a temporary experimental arrangement could be rigged up by any amateur whose car already has an extra air valve.

GERMAN SPECULATORS FLOOD FRENCH MARKET.

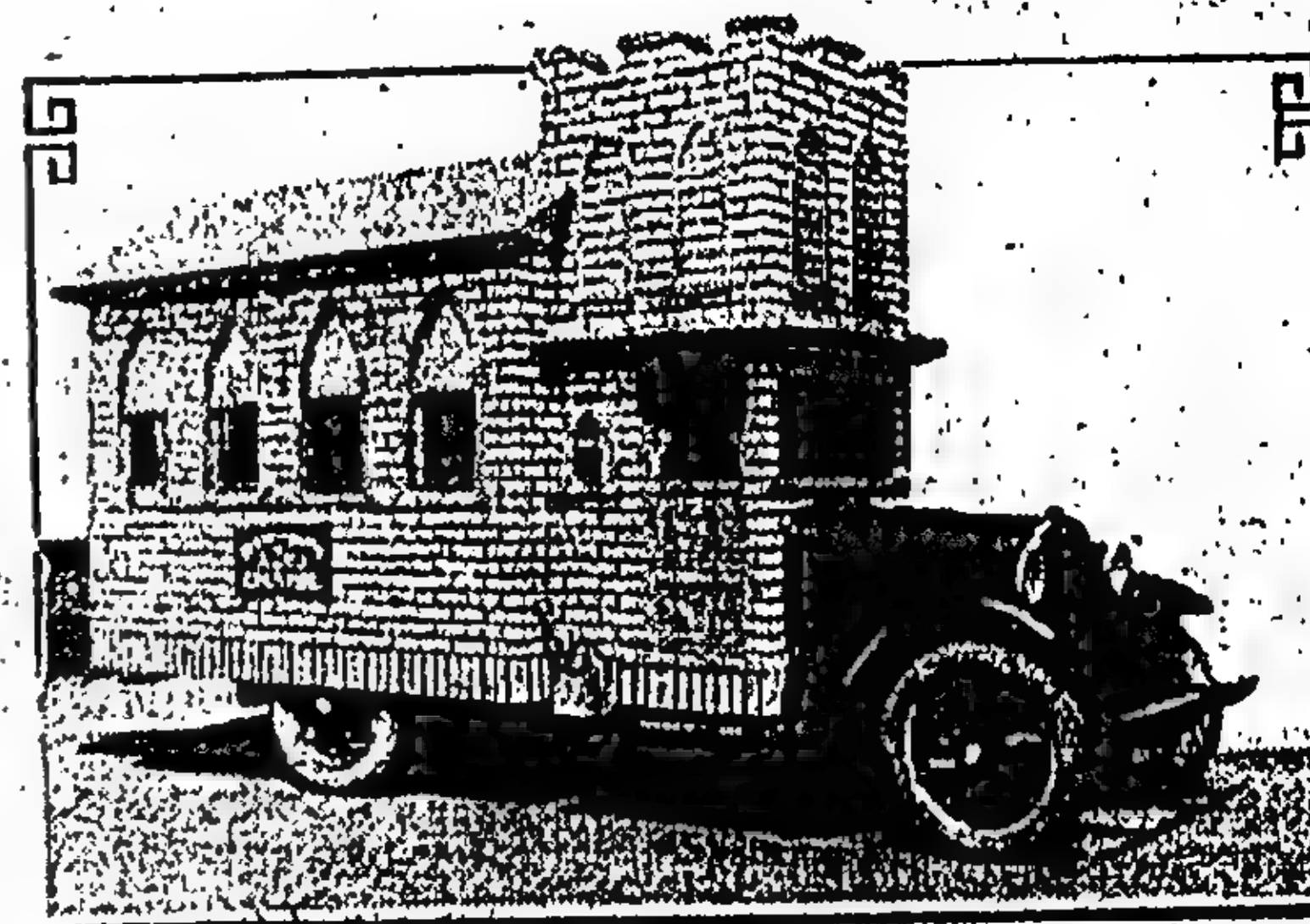
Buyers Make Heavy Purchases.

Paris, March 8.—German buyers are purchasing all available new and used cars to be found on the French market, and particularly those of medium and low power. Automobile trade with Germany has been growing since last October, but at the beginning of January buying assumed really important proportions, or in addition to established dealers large numbers of speculators swept into France and secured the country for cars. The Peugeot Co. has sold 1,500,000 francs worth of used cars and out of date models to German dealers and has refused a contract for 800 cars; the Delage Co. has turned down an order for 200 automobiles; one Voisin salesman has averaged four cars a day to German purchasers during the last two weeks; the Talbot, Hotchkiss, Charron, Mathis, Bugatti, Citroën and Renault companies report big business with Germany, most of this being with established dealers, who in many cases drive the cars away from the factory.

MARKS HIGH BUYING POWER.—While the new Rentenmark gives Germany a high purchasing power in France, for it is equivalent at the present time to six francs, nearly all the business has been done with dollars, Swiss francs or sterling as a basis. With the dollar worth 22 francs, French automobiles are cheaper than those of German origin, even with a 40 per cent. ad valorem duty added to their purchase price.

Most of the business is being done with the occupied portion of Germany, for restrictions make it difficult to get cars into the non-occupied regions. So long as the buying was confined to established automobile dealers with which the French firms had connection, no objection was raised to it; but since speculators, acting either alone or with the backing of German banks, have come into the movement, French manufacturers have shown a ten-

TAKING GOSPEL TO THE PEOPLE.



Rev. Ernest Reveal, superintendent of the Rescue Mission at Evansville, Ind., believes in carrying the church to the people. Here is the auto chapel from which he is doing his preaching now. It has stained glass windows, a regular church bell up in the "tower" and carries its own organ. Vines growing from pots on the running board are being trained up the sides.

dency to hedge themselves in, although the financial guarantees offered them were all that could be desired.

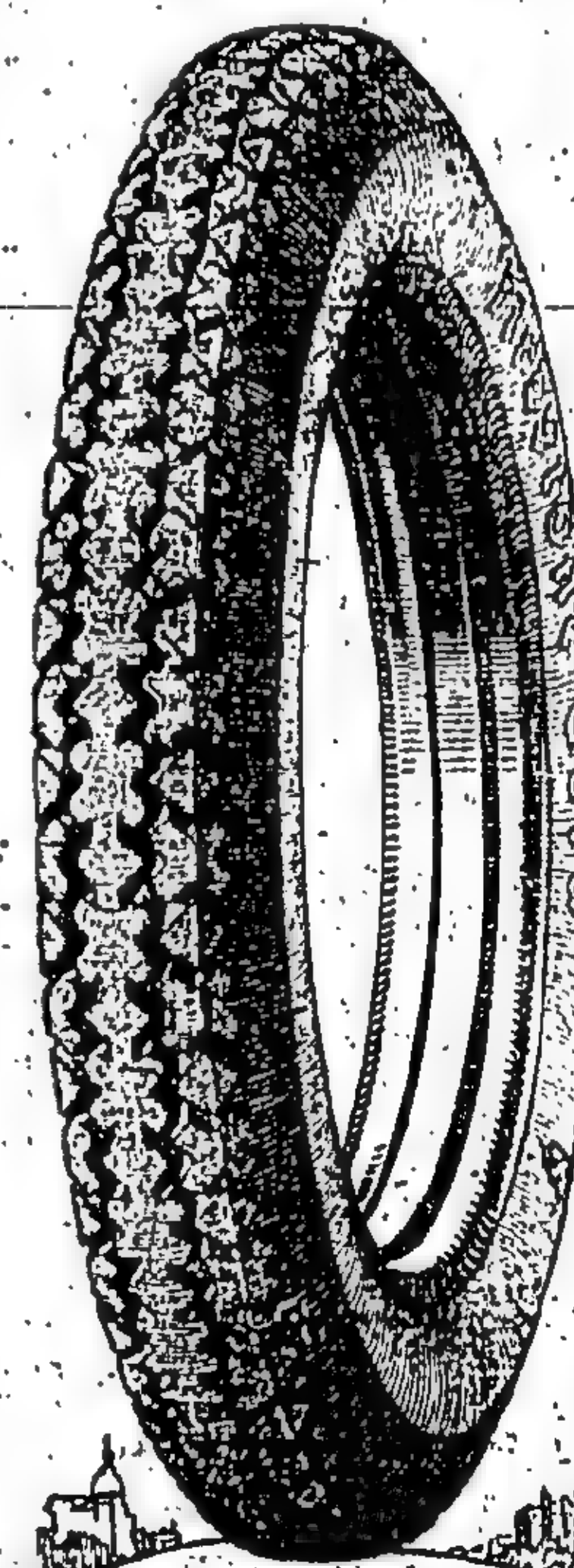
This sudden wave of intensive buying on the part of Germany, which, however, is not confined to automobiles, is puzzling the trade. It interpreted as a sure indication that Germany possesses wealth and, indeed, in most cases the German firms boast of their purchasing power. One concern, writing to the Hotchkiss Co., stated that possessing superabundant capital it was in the market for automobiles.

50 PER CENT. LEGITIMATE.—The head of one of the leading French automobile companies estimates that 50 per cent. of the German purchases are legitimate and are being made by dealers who deliver the cars direct to users, and 50 per cent. are of a speculative character made by persons entirely outside the trade who are making use of their foreign currencies at a time when the French franc stands low or who are seeking to convert their cash into goods in order

to avoid a possible levy on capital to meet reparations claims. The demand is too sudden and too big to be considered as entirely healthy.

ELECTRIC LIGHTING.

These examples will serve to give a fair idea of current home prices and general tendencies of design. Without attempting to detail all the remaining exhibits, reference may be made in conclusion to the much extended application of electric lighting to motor cycles. In many cases the necessary current is obtained from the magneto, which is also responsible for the ignition. This system is applicable only to single cylinder machines and a good example is the Sparklight outfit of the British Thomson-Houston Company, which also manufactures combined magneto-generators for ignition and lighting in connection with multi-cylinder engines. Amongst other exhibits specialising in more or less similar outfits are Messrs. Lucas and Messrs. S. Smith and Sons, who handle the M.L. combined lighting and ignition sets.



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ALL the essentials of superior tyre performance are combined in the Firestone Cord.

The tread compound is exceedingly tough, wearing down evenly and very slowly. The body of the tyre is sturdily constructed of ply upon ply of gum-dipped cords, each cord completely insulated in live rubber; and internal friction, the usual cause of premature tyre failure, is prevented.

And the Firestone Cord possesses more than durability. Safety is assured by the many angles of the cross and square tread, while its pliant, flexible body protects the car and adds unusual comfort to motoring.

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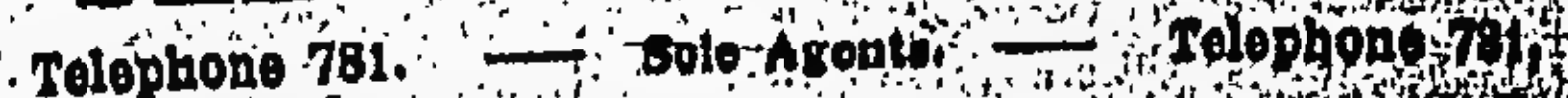
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Hongkong Hotel Buildings.



"The Towers" and an adjoining house on Broadwood Road were yesterday offered for auction by Messrs. Lammert Bros., but the reserve prices were not reached and the properties were withdrawn. The starting price asked for "The Towers" was \$120,000.

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White Gaberdine TROUSERS

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Perfect fit assured.

\$16 50 per pair, 3 for \$45.00

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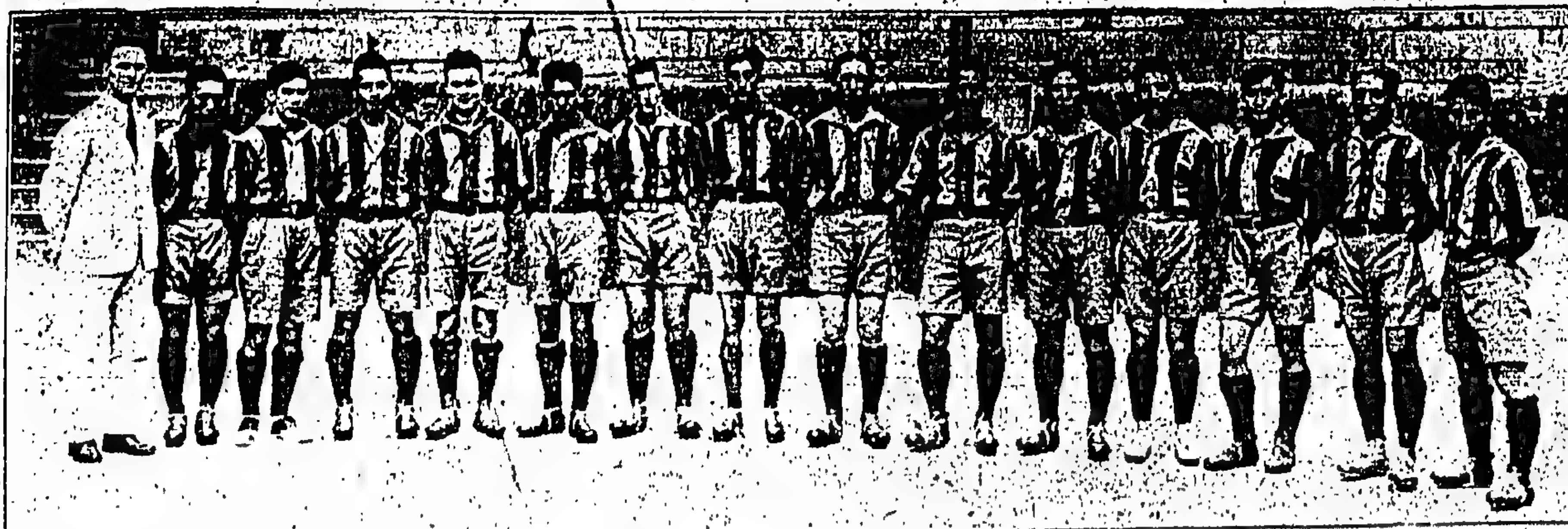
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Pictorial records of weddings are highly desirable.
Call at the MING YUEN STUDIO (Battery Path) and inspect
specimen groups.
Upon receipt of instructions will send expert photographer
to any ceremony or function.

(Official Photographer to the Hong Kong Telegraph)

CAMERA NEWS



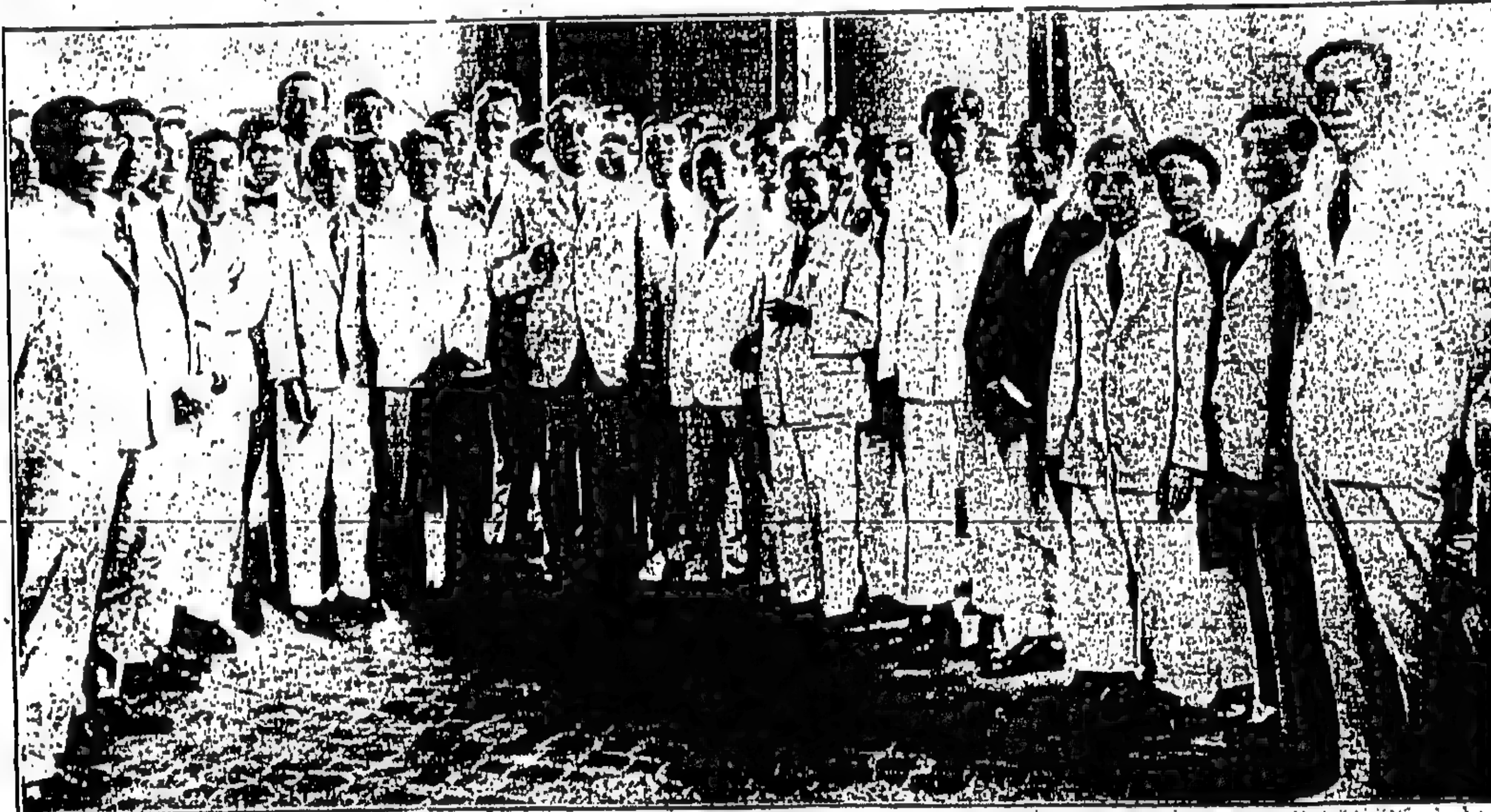
OFF TO NEW ZEALAND.—This is the Chinese National Y.M.C.A. team of footballers now on the way to New Zealand. There are two from Hongkong.



"HONGKONG STREET."—Here is a picture of Hongkong Street at the Wembley Exhibition. The figure in the foreground is Mr. George Duncan.



ANOTHER WEMBLEY PICTURE.—Here is another view of Wembley, showing visitors passing the Hongkong Restaurant.



M. MERLIN AND LOCAL ANNAMITES.—This group was taken at the reception given by local Annamites at the Hongkong Hotel in honour of M. Merlin's visit. The French Governor is the central figure. (Photo: Ming Yuen).



SINCE REFLOATED.—Here is seen the s.s. Selstan as she lay ashore at Hongkong Chau, the tug Henry Keswick trying to get her off. She was later refloated.



BOY SCOUT RECEPTION.—This photograph was taken at the reception given by the Hongkong Boy Scout Association to Japanese Scouts passing through en route to the International Jamboree to be held in Denmark. (Photo: Ming Yuen).



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From MANILA to HONGKONG

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"RHEXENOR" 28th July London, Hull, Rotterdam & Hamburg

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Singapore.

CONSIGNEES of cargo are
herby informed that all
Goods are being landed at their
risk into the Godowns of the
Hongkong and Kowloon Wharf
& Godown Company, Ltd., at
Kowloon, whence and/or from
the wharves delivery may be
obtained.

Optional Cargo will be forwarded
unless notice to the contrary
be given before 22nd instant.
No claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 28th
inst. will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 8th prox.
or they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the
Godowns, where they will be
examined on the 28th inst. at 10
a.m. by our surveyors Messrs.
Goddard & Douglas.

No Fire Insurance has been
effected.
Bill of Lading will be counter-
signed by

DODWELL & CO., LTD.
Agents.

Hongkong, 22nd. June, 1924.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS
DES MESSAGERIES
MARITIMES.

S.S. "PORTHOS"

Consignees of Cargo from
Marseilles &c.

In connection with above
Steamer are hereby informed that
their goods with the exception of
Opium, Treasure and Valuables
are being landed and stored at
their risks into the Godowns of
the Hongkong Kowloon Wharf
and Godown Co., Ltd. Kowloon
whence delivery may be obtained
immediately after landing.

Bills of Lading will be counter-
signed by the Undersigned, Goods
remaining unclaimed after the
28th instant, at Noon will be
subject to rent and landing
charges.

All claims must be sent in to
me on or before the 2nd. July
1924 or they will not be
recognized.

All damaged packages will be
examined on Saturday the 28th
inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been
effected.

R. RODENFUSER

Acting Agent.

Hongkong, 22nd. June 1924.



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Steamers	From	Departed on or about	Will leave on or about	For
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Tjikarang	Shanghai	1st July	8th July	Batavia
Tjiklatjap	Java	2nd July	6th July	Shanghai
Tjikembang	Java	6th July	9th July	Shanghai
Tjikarom	Java	9th July	14th July	Japan
Tjikboet	Japan	17th July	19th July	Batavia
Tjikondari	Java	24th July	29th July	Shanghai

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All steamers carry a duly qualified
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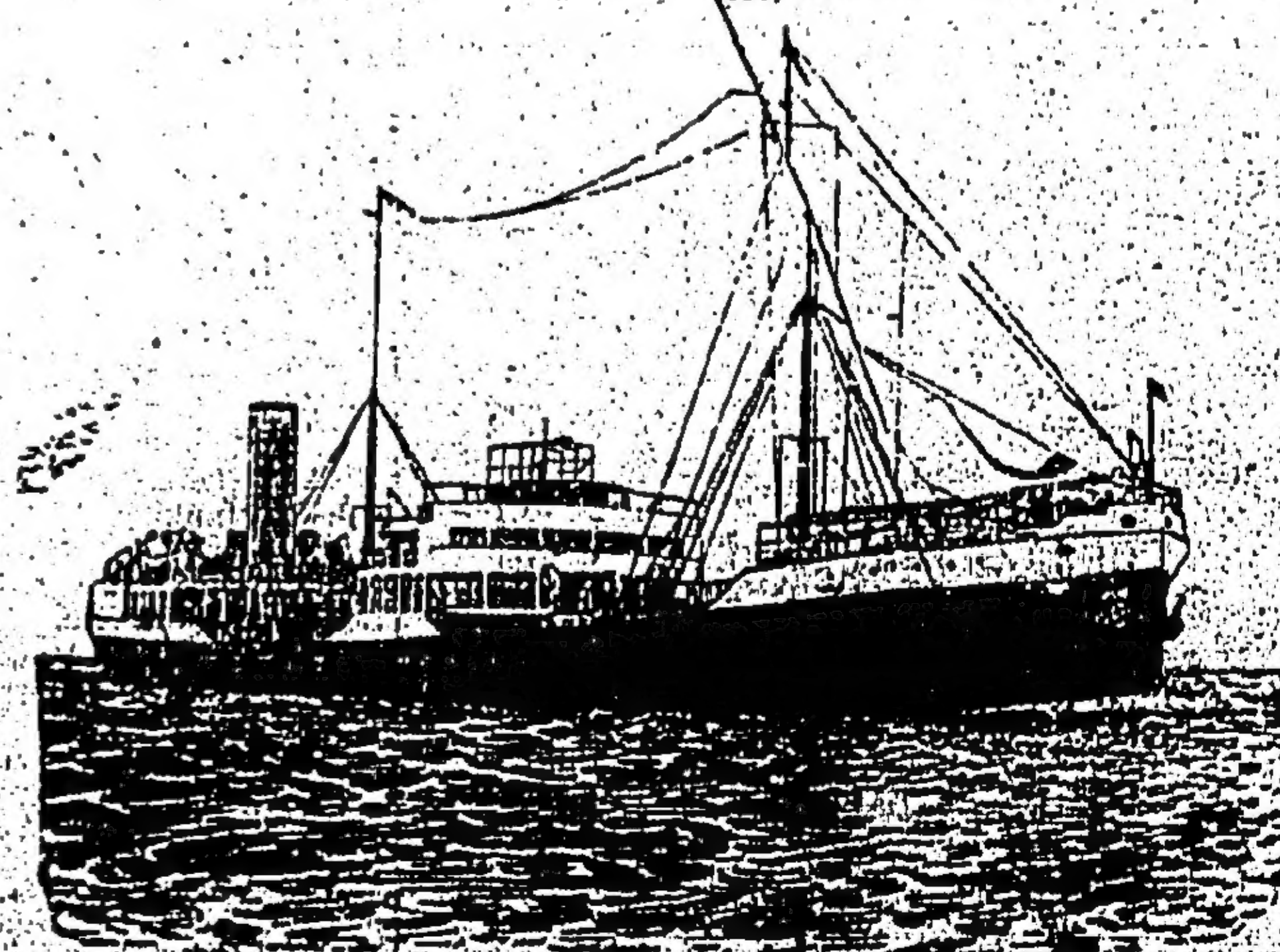
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Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR & EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc. PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
MOREA	10,911	28 June noon	M'les, London & Antwerp
KIDDERPORE	5,334	1st July noon	S'pore, P'ang, C'bo & B'bay
SOUHAN	6,696	9th July	S'pore, P'ang, C'bo & B'bay
KARMALA	9,098	12th July	M'les, London & Antwerp
MALWA	10,941	26th July	M'les, London & Antwerp
JEVPORE	5,318	29th July	S'pore, P'ang, C'bo & B'bay
DEVANHA	8,092	9th Aug.	M'les, London & Antwerp
SICILIA	6,813	22nd Aug.	S'pore, P'ang, C'bo & B'bay
MANTUA	10,902	23rd Aug.	M'les, London & Antwerp
NAGOYA	6,854	30th Aug.	M'les, London & Antwerp
SARDINIA	6,684	4th Sept.	S'pore, P'ang, C'bo & B'bay
KALAN	9,118	6th Sept.	M'les, London & Antwerp
KALAN-I-HIND	11,430	20th Sept.	M'les, London & Antwerp
KASHMIR	8,063	4th Oct.	M'les, London & Antwerp
MOREA	10,911	18th Oct.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	9th July	S'pore, Penang & Calcutta
TANDA	6,956	24th July	S'pore, Penang & Calcutta
TAKADA	6,949	16th July	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	2 July 10 a.m.	Manila, Thursday Island, Townsville, B'bane, Sydney & Melbourne.
ST. ALBANS	4,500	30th July	
EASTERN	4,000	27th Aug.	

For further information apply to — **NIPPON YUSEN KAISHA, Y. YAMAMOTO, Manager.**
Tel. Central Nos. 292, 293 & 2422.

SAILINGS TO SHANGHAI & JAPAN.

JEVPORE	5,318	3rd July	Shanghai & Kobe
ST. ALBANS	4,500	5th July	Moji & Kobe
TANDA	6,956	6th July	Kobe
DEVANHA	8,092	11th July	Shanghai, Moji & Kobe
MANTUA	10,902	25th July	Shanghai, Moji & Kobe
SICILIA	6,813	26th July	Shanghai

All dates are approximate and subject to alteration without notice.
Wireless on all steamers.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to **MACKINNON, MACKENZIE & Co., Agents.**
41, Des Vaux Road, Central.

GLEN AND SHIRE. JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENARA	1st July.	CARNARVONSHIRE	12th July.
GLENBEG	13th July.	CARNARVONSHIRE	23rd July.
GLENSHIEL	24th July.	GLENARA	5th Aug.

Movements are subject to change without notice.
For freight or further particulars please apply to —

JARDINE MATHESON & CO., LTD. THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'la, S'kan, Thurs. Is. & A'lian Ports.
TAIYUEN	5th July	10th July
KUT	28th June	Leave H.K. for Kobe, Osaka, Y'hama, Moji, 29th June

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to

Butterfield & Swire, (JOHN SWIRE & SON, LTD.) Agents.
Telephone Central No. 36.

Y. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE!
KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

FOR CANTON
S.S. "TAIKWA MARU" ... on or about June.
FOR HAIPHONG via Hoihow & Pakhoi
S.S. "TAIKWA MARU" ... on or about 27th June.
FOR KEELUNG via Swatow & Amoy
S.S. "CHUKWA MARU" ... on or about June.
For further particulars, please apply to —
Branch Office, MATARAI, AGENT,
No. 37, Bonham Strand, West. [Top Floor, King's Building,
Tel. Central No. 155. Tel. Central No. 140 & 4457.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 1405, G. 1420, G. 1440.

IYO MARU ... Saturday, 19th July at 11 a.m.

YOKOHAMA MARU ... Saturday, 30th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

SUWA MARU ... Wednesday, 2nd July at 11 a.m.

FUSHIMI MARU ... Wednesday, 16th July.

HAMBURG via LONDON & ROTTERDAM.

DAKAR MARU ... Thursday, 10th July.

LIVERPOOL via MARSEILLES & VALENCIA.

GENOA MARU ... Thursday, 10th July.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... Wednesday, 16th July at 11 a.m.

AKI MARU ... Wednesday, 13th Aug.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Monday, 7th July.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWAOKI MARU ... Wednesday, 2nd July.

BOMBAY via Singapore & Colombo.

CALCUTTA MARU ... Sunday, 29th June.

AWA MARU ... Thursday, 10th July.

CALCUTTA via Singapore, Penang & Rangoon.

SADO MARU ... Sunday, 29th June.

PENANG MARU ... Wednesday, 9th July.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 17th July.

SHANGHAI, KOBE & YOKOHAMA.

HAKURAN MARU ... Monday, 30th June.

AKITA MARU (Omit Shanghai) Sunday, 6th July.

KITANO MARU ... Wednesday, 16th July.

For further information apply to — **NIPPON YUSEN KAISHA, Y. YAMAMOTO, Manager.**

Tel. Central Nos. 292, 293 & 2422.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sailing about 12th Aug.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "ROSANDRA" ... Sails about 4th July.
S.S. "BRENTA" ... Sails about 20th July.
S.S. "LACONIA" ... Sails about 19th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "SILVIO PELLICO" ... Sails about 28th June.
S.S. "NIPPON" ... Sails about 8th July.
S.S. "GERANIA" ... Sails about 5th Aug.
S.S. "ROSANDRA" ... Sails about 8th Aug.
S.S. "BRENTA" ... Sails about 5th Sept.
S.S. "VENEZIA" ... Sails about 8th Sept.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sailing about 31st Aug.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to —
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

ELLERMAN &

BUCKNALL

STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong
Subject to alteration.

City of Tokio 13th July M'les, London, R'dam, H'burg, Hull.

PASSENGER SERVICE.

City of Lahore 26th Oct. Shanghai & Japan
City of Lahore 7th Dec. Marseilles, London, etc.

FARES TO LONDON.

Single 1st Class, A £92, B £84, 2nd Class A £68, B £56.
Return 1st Class, A £161, B £147, 2nd Class A £108, B £96.
Cargo Steamers Saloon Passage £62.

For further particulars apply to

HOLYOAK MASSEY & CO., LTD. THE BANK LINE, LTD.
CANTON. Tel. Central 780

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sat.	Sailings.
MANILA	Yucunsang	Sun.	28th June at 11 a.m.
SHANGHAI via Swatow Tingsang	Namsang	Tues.	29th June at noon
KOBE via Moji	Namsang	Tues.	1st July at noon
BANGKOK via Swatow Tingsang	Kutsang	Wed.	2nd July at 2 a.m.
STRAITS & Calcutta	Kutsang	Wed.	2nd July at 3 p.m.
TTAO via S'ow & S'hai Tungshing	Mausang	Thurs.	3rd July at 10 a.m.
SANDAKAN	Mausang	Thurs.	3rd July at 1 p.m.
SHANGHAI via Swatow Tingsang	Chipshing	Fri.	4th July at 10 a.m.
HAIPHONG via Hoihow Leesang	Chipshing	Sat.	5th July at 8 a.m.
TIENSIN	Chipshing	Sat.	5th July at noon
MANILA via Amoy	Suisang	Sat.	5th July at 3 p.m.
SHANGHAI via Swatow Wosang	Suisang	Sun.	6th July at 10 a.m.
HAIPHONG via Hoihow Mingsang	Suisang	Sat.	12th July at 8 a.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Wednesday, 2nd July at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to —

JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving:
Haining ...	W. C. Passmore	FRI., 27th June at 4 p.m.
Haiphong ...	Ellis Walker	TUES., 1st July at 3 p.m.
Haifong ...	W. S. Turnbull	FRI., 4th July at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 3rd July.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents — **JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mali Steamers	Next Sailings from Marseilles	Pro. arr. at Hongkong & Sailing for Japan	Pro. Sailing from Hongkong for M'les
ANGERS	—	—	8th July
PORTHOSE	—	—	20th July
AMAZONE	5th June	7th July	3rd Aug.
ANGKOR	19th June	21st July	17th Aug.
AZAY LE RIDEAU	3rd July	4th Aug.	31st Aug.
PAUL LEGAT	17th July	1st Aug.	14th Sept.

RATES OF PASSAGE MONEY TO MARSEILLES (including Table Wine and free Doctor's attendance)
A Class 1st Class £95.0.0 B. Class 1st Class £83.0.0
Steamers 1st Class £68.0.0 2nd Class £60.0.0
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)
loading for Havre, Antwerp, London, Dunkirk, etc.

S.S. "YANGTSE" from Dunkirk, London, Havre, is due to arrive about end July.
For full particulars apply to —

Telephone Central 740.
MESSAGERIES MARITIMES
S. Queen's Building, 10, Queen's Road, Hongkong.

CONSIGNEES.

ADMIRAL ORIENTAL LINE

The Steamship "PRES. GRANT"

having arrived from Seattle via ports, on June 22nd. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on June 27th, by the Company's Surveyors, Messrs. Anderson and Asho.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after June 29th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE.

4, Des Vaux Road, Hongkong, June, 22nd, 1924.

The Steamship "STANLEY"

having arrived from New York via ports, on June 23rd, 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on June 26th, 1924, by the Anderson and Asho.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on the after June 30th, 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE

4, Des Vaux Road, Hongkong, 23rd, June 1924.

THE EAST ASIATIC CO., LTD.**COPENHAGEN.**

The M/S "ANNA M."

having arrived. Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 4th of July, 1924, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Goodard & Anderson on the 4th of July, 1924, at 10 a.m.

All claims against the vessel must be presented to the Under-Signed before the 7th of July, 1924, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.
Agents.
Hongkong, 27th June 1924.

HOTELS.

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL

Telegraphic Address: "KREMLIN, HONGKONG."

AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE; MAJESTIC HOTEL.

Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS,
LIMITED.In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

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THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each Floor.
Tels. K.608 and K.609. Cable address: KOWLOTEL, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

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CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETING ALL STEAMERS.
Tel. Central 373. Cable Address: VICTORIA
J. WITCHELL,
Manager.

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SINGAPORE.
DANCING AFTER DINNER
EVERY MONDAY, WEDNESDAY and SATURDAY.
TEA DANCES
TUESDAYS and THURSDAYS.The Hotel Orchestra under the Direction of
Mr. F. R. Martens.Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).
ARTHUR E. ODELL, Manager.

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Pleasure House De-Luxe

Commencing, 27th. to 30th. June
at 5.15 & 9.15 p.m.

A Gasnier Production

with

GASTON GLASS and RUTH CLIFFORD
IN

"Mothers-in-Law"

A story of a wife who forgot and of a mother
who made her remember.

at 2.30 & 7.15 p.m.

"Bride 13"

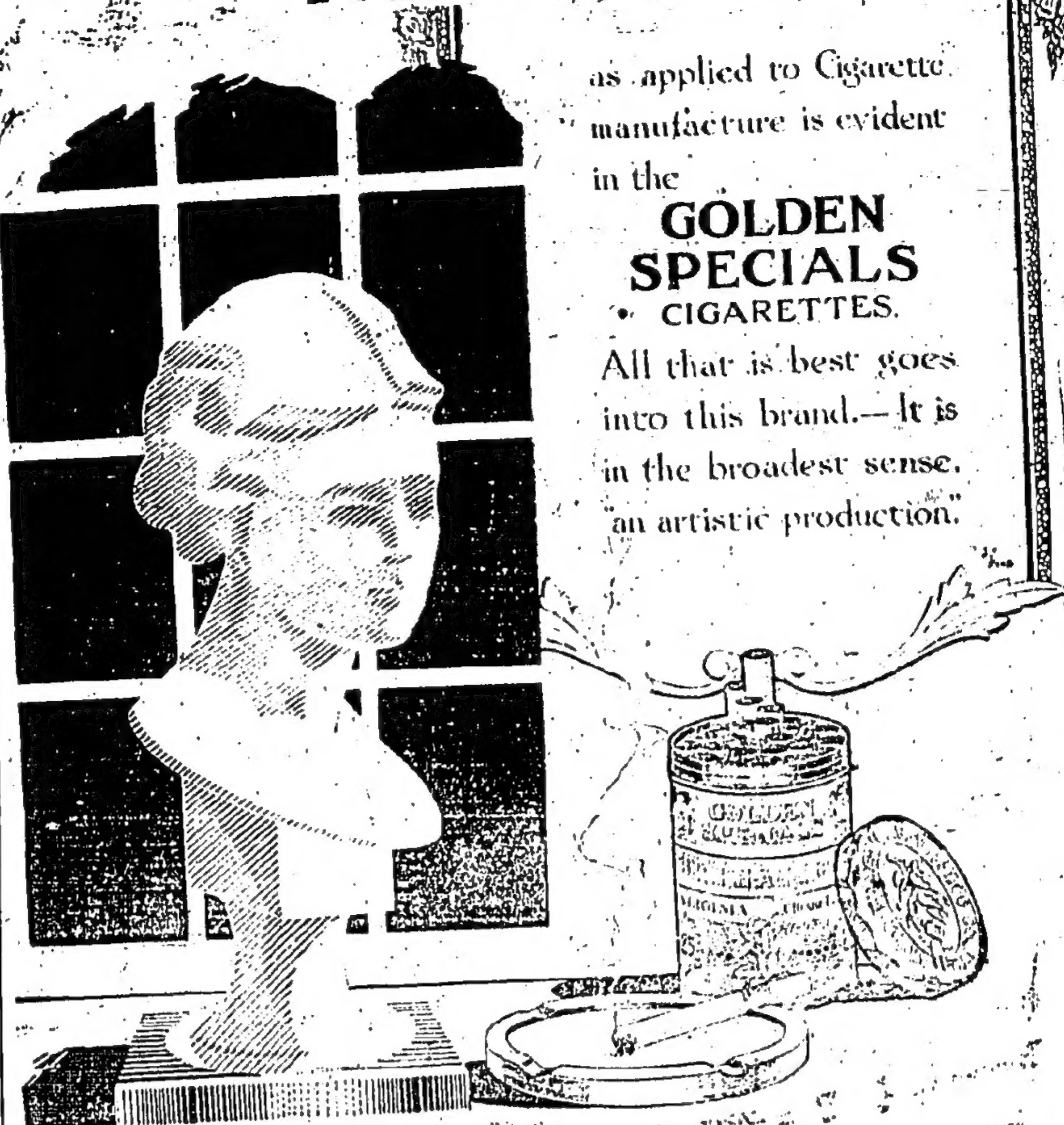
Epis. 14 & 15.

DURING THIS PERIOD OF EXCESSIVE
HUMIDITY CIGARS, TOBACCO, AND
CIGARETTES BECOME DAMP—YOU ARE
AT YOUR WITS' END IN FINDING A
SATISFACTORY MEANS OF PROTECTION.
HAVE YOU TRIED

THE "ARIDOR" DRYING JAR?

THE MOST EFFECTIVE CONTAINER EVER
INTRODUCED AT A REASONABLE PRICE.
STOCKED HELD BYBAQUERIA FILIPINA
LEADING TOBACCONISTS, OPPOSITE QUEEN'S THEATRE

ART.

as applied to Cigarette
manufacture is evident
in theGOLDEN
SPECIALS
CIGARETTES.All that is best goes
into this brand.—It is
in the broadest sense,
an artistic production.

MADE IN ENGLAND.

POST OFFICE NOTICES.

Attention is directed to the following notification issued by the U. S. Post
Master General: "Merchandise may be sent to the U. S. in letter mails only when such letter
packets are endorsed by the sender. May be opened for Customs purpose before
delivery to the addressee. Letters not so endorsed will be returned to the sender."

INWARD MAILS.

From	Per	Due
Shanghai	Freeboard	23rd June
Shanghai	Chusan	23rd
Straits	Nansan	23rd
Shanghai & Europe via Siberia, Lon	Kidderpore	20th
don June 5th	Kut	23rd
Australia & Manila	Liangchow	20th
Shanghai	President Grant	23rd
Manila	Arafura	20th
Japan	Philippines	20th
Manila	Sasabruce	1st July
Straits	President Madison	1st
Japan & Shanghai	President Cleveland	4th
U. S. A. Canada Japan & Shanghai	President Cleveland	5th
U. S. A. Honolulu Japan & Shanghai	Empress of Daondo	7th
Canada U. S. A. Japan, Shanghai & Lon	Yokohama	10th
don via Canada—London 6th June	Aki M.	16th
Japan	President Adams	22nd
Australia & Manila		
U. S. A. Honolulu Japan & Shanghai		

OUTWARD MAILS.

For	Per	Date
Shanghai	Cheongtu	Sun. 29 inst. 9 a.m.
Swatow, Amoy & Fookien	Kujs M.	Sun. 29 inst. 9 a.m.
Shanghai	Kwangsue	Sun. 29 inst. 9 a.m.
Sambal & Wuchow	Taiming	Sun. 29 inst. 10 a.m.
Java via Batavia	Tifinal	Mon. 30 inst. 10.30 a.m.
Straits	Lycan	Mon. 30 inst. 2.30 p.m.
JULY		
Amoy	Yingchow	Tues. 1 inst. 9 a.m.
Swatow & Bangkok	Kwangtung	Tues. 1 inst. 9 a.m.
Straits, Ceylon, India, Mauritius, E & S. Africa	Kidderpore	Tues. 1 inst. 9 a.m.
"E & S. Africa	Kut	Tues. 1 inst. 9 a.m.
Straits & Calcutta	Kwangsue	Tues. 1 inst. 9 a.m.
Straits	Demodocus	Tues. 1 inst. 9 a.m.
Shanghai & Japan	Haihong M.	Tues. 1 inst. 9 a.m.
Swatow, Amoy & Fookien	Parola	30th June 5 p.m.
Manila, Australia & New Zealand	Arafura	Wed. 2 inst. 9 a.m.
via Thursday Is.	Registration	9 a.m.
	Letters	9 a.m.
	(Due Thursday 1st July)	

Shanghai Japan Canada U.S.A.	1 parcel 20th June 5 p.m.
U. S. A. America & Europe via	Wed. 2 inst. 9 a.m.
Victoria B.C.	Registration 9 a.m.
	Letters 9.30 a.m.
	(Due Victoria B.C. 21st July.)
Straits Ceylon, India, Mauritius, E & S. Africa, Egypt & Europe via	Suwa M.
Marseilles	Wed. 2 inst. 9 a.m.
	(Registration 9.45 a.m.)
	Letters 9.30 a.m.
	(Due Marseilles 2nd Aug.)
Sandakan	Mauritius
	Wed. 2 inst. noon
	(Correspondence bearing vessel's name only.)

Board of Conservancy Works of Kwangtung.

Waterlevels in English Foot 10 a.m.

Place of Observation	Highest W.L. ever recorded	Lowest W.L. ever recorded	1924	
			W. L. June 25	W. L. June 27
Wuchow West River	+79.00	-2.42	+11.6	+11.6
Kongmoon	+14.70	-0.80	+31.0	+27.0
Yinkonghow North	+57.00	0	+10.2	+8.3
Wuchow	+35.81	0	+22.5	+13.5
Yinkonghow	+27.25	-5.00	+11.9	+13.5
East	+15.15	-0.98		

AMUSEMENTS

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"THE CONQUERING POWER"

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Rodolph Valentino & Alice Terry
today only.

THE CORONET

TODAY ONLY THE STAR 5.30 & 9.15

TONIGHT

MIDSUMMER MADNESS.

COMMENCING SUNDAY

GEORGE ARLISS

IN

"THE SILENT VOICE."

World Theatre

Wednesday 25th. to Saturday, 28th.
at 5.15 p.m. & 9.15 p.m.THE YEAR'S MOST SENSATIONAL
MYSTERY THRILLER

With A Cast Of Superb Excellence!

ESTELLE TAYLOR,
FORREST STANLEY, WALLACE BEERY,
SYLVIA BREMER, JOSEF SWICKARD

"BAVU"

8 parts

Captain d'Olsy (French Aviator)
in PEKIN & MUKDENSpecial Prices: 9.15 p.m. \$1.50 and \$1.00
5.15 p.m. \$1.00 and 75 cts.Printed and Published for the Proprietor, by Frederick Peray
Franklin, at 11, Ice House Street, in the City of Victoria Hongkong

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800 HOURS USE FROM ONE DRY CELL
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